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24 November 2023

Dear Minister,

I am writing to you as president of the Ohakune Ratepayers and Residents' Society Inc, established when over 150 ratepayers and residents reached out to me with concerns over a government funded social housing project in our small tourist town (seasonal jobs) with a permanent population of ~1200.

A project labelled by government documents as the “Ohakune Social Housing Project” is proposed to build 44 new homes in Stage 1, with around 140+ proposed for Stage 2 & 3, to be situated next door to Ohakune’s Carrot Adventure Park, the biggest attraction to the tourist town other than Mt Ruapehu.

The Carrot Adventure Park Trust has spoken out in opposition to the project and advised they will dissolve the Trust, as park sponsors have signalled that funding will no longer be provided should the housing project proceed. ([Appendix 6](#))

Ohakune is the wrong place for this proposed urban sprawl. Taumarunui where jobs exist and the need for housing is high was the original desired location. However, Ruapehu District council were not able to find shovel ready land in Taumarunui, in the timeframe required by the CIP/IRG funding. Thus, Ohakune finds itself in a situation where the council is proposing to deal with Kainga Ora (who will get the benefit of government monies) no matter the cost or consequences to the Ohakune community, It’s simply a money grab.

Ohakune Ratepayers have a strong belief that social housing should be spread out around the district where there is actual need and not be intensified by breaching planning development rules, more so in small rural towns where policing resources are low. The relocation of people to a town where they likely have no connection or family support; where jobs are mostly seasonal, with no GP or medical facilities and where there is low permanent police presence, will likely add to the Crown's welfare costs and potentially turn the safe Ohakune district into a haven for gangs and crime.

As you will see from the report Attached, the project has been shrouded in secrecy for the past 3 years, and Government Agencies (Kainga Ora, Crown Infrastructure Partners, MHUD) and Ruapehu District Council (RDC) continue to withhold information and provide partial, misleading and sometimes clearly false statements. As an example, recently, we found a 189 page OIA has been removed from KO's website that was previously available under the "Proactive Releases" section.

Many complaints have been lodged with the Ombudsman and investigations are underway, with one already reported/reviewed as an "undue" breach of the OIA. A more concerning investigation is ongoing where answers provided by Kainga Ora (on numerous occasions since July and as recent as November) were factually false and misleading.

You will also see that this project was ill-conceived with inaccurate data and facts withheld from those making decisions on the taxpayer funded project. If you look at the project cost and outcomes, one can only question how this proceeded, after being declined numerous times by the Working Group (WG) & Steering Group (SG).

"CIP working group perspective difficult to bring back Project 2 again to SG"

"cannot see SG changing their minds"

The reason for me contacting you on behalf of our members and the community, is to ask that the project be paused and that a full review and investigation be completed by the incoming government or to simply "pull the pin" on this waste of taxpayer money.

Recent costings show that even with RDC effectively "gifting" the land, KO will have to fund at least \$2.0 million (at today's prices) and they still have not got a resource consent so will at a minimum miss this summer's construction time (and if the consents are granted and appealed - which is likely - the delay will be even longer. The previous ministers and officials were misled as to the ease of obtaining an approval.

We are of strong belief that the CEO of RDC did not have the delegated authority to sign the agreements and contracts for the Teitei Drive project, delegations were provided 5th August 2020, prior to the contemplation of the proposed location. Delegations were provided by council to the CEO under specific terms, with specific agencies & for "receiving" the funding grant, which would generate an ongoing project fund after the sale of the residential lots.

The public started raising concerns and the Council prevaricated but finally called a public meeting in Ohakune some 2 months later. At the meeting the mayor and CE advised there would be a special meeting of Council and a further public meeting. Instead, the issue was brought to the next Council meeting in September 2023 to pass a resolution "to continue". In the agenda package to support the resolution was a previously secret report from 2020 by Ree Anderson (a Council consultant). This was part of a smokescreen to convince Councillors that all legal obligations, policies and processes were followed. However it is clear (from OIA disclosures) that the report was unrelated to the Teitei block social housing proposal. A Councillor verified this during the meeting.

On the 27th September 2023, Six of nine Councillors requested the matter to lie on the table and defer for further consultation, however the Mayor rejected the valid procedural motion and breached standing orders. The following Council meeting, held 25th October 2023, some Councillors rejected the minutes and debated the Mayors breach of standing orders & the validity of future Council minutes due to the breach.

We have grave concerns over the damage and divide being caused to our community and the long-lasting effects this project will cause to our tourism, our jobs and the safety & wellbeing of our small rural town for generations to come.

We don't believe the project was "Shovel Ready" as per the original IRG/CIP funding requirements, internal documents reveal CIP had similar "Shovel Ready" concerns. It's apparent from OIA documents and emails released, that some key information was being withheld to those making decisions, it would appear a report (from PwC) used to secure funding, may have been for another project entirely & RDC figures were inserted and used unscrutinised - it was suggested not to tell the Steering Group this important fact, rather to say the funding covered the project. Ministers were also misled as to timings, ease of resource consent approvals and funding requirements to complete the project. See [Appendix 4](#) of the report.

The funding application template asked whether there was any conflict of interests, or if there had been any interactions with ministers or government. It left out that lobbying was done to ministers and the deputy/prime minister.

Resource Consent Applications (KO and RDC being joint applicants) are currently being processed for the development, at considerable cost by KO. These relate to non-complying activities which is contra to the advice the previous Ministers were given, viz. "the Applications will be a Permitted Activity"

Our independent analysis of the associated reports show some very disconcerting anomalies, factually incorrect and ill-researched statements/positions and non-adherence to KO Policies, especially in relation to site safety for children, made by KO Consultants clearly unfamiliar with the property and its "shortcomings". In our view the development layout will have to be greatly modified and then resubmitted or end up in the Environment Court.

We have also been advised that there is likely to be serious cost overruns to the development - costs currently approved by the previous Government. Our concern is that these, and the not addressed future maintenance costs, will have to be borne by the RDC ratepayers. This is deemed unacceptable.

In closing, I ask that an immediate hold be put on this project, to verify the viability and legality of the contracts, delegations and consultation & transparency requirements of the Local Government Act.

We would prefer for the project to be cancelled and the funds redirected to resources in locations that actually have valid funding requirements; or that RDC be allowed to spend the grant money in a more cost-effective way , by buying existing houses off the open market in locations where housing is actually needed.

Many thanks for your time

A handwritten signature in black ink, appearing to read 'Barry Murphy', with a long horizontal stroke extending to the right.

Barry Murphy

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Introduction

Ohakune is a town with a population of around 1200 people, the town can accommodate a population of up to 12,000 people during peak winter weekends, but this is generally restricted to around 3 months of winter. With jobs being mostly seasonal, the town sees an influx of medium term (3-4 months) rentals required for workers. A number of businesses have been established and are growing to cater to the needs of these workers, spending a lot of money upgrading facilities and rooms.

With the establishment of Mountain biking tracks, Ohakune has seen a small increase in visitor accommodation during the summer period, though only a fraction in comparison. Additional biking tracks are at various stages of development and are considered to grow visitor numbers over time.

Carrot Adventure Park attracts more than 120,000 visitors each year and is a major attraction for the town; many travellers diverting to SH49 rather than SH1 to stop for a famous chocolate éclair and a play in the park.

The Big Carrot (the tallest carrot in the world) was installed in 1984 and became an international icon for the area and New Zealand. Since then large statues of the five main vegetables grown in the region have been erected – carrot, potato, swede, brussels sprout, parsnip along with slides, obstacle course, BMX track, public BBQ facilities and much more, all installed via donations of time and funds to the Carrot Park Trust.

See more info here - <https://ohakunecarrot.co.nz/our-park/>

The town has

- NO GP & NO Public Transport
- Has some of the highest Petrol & LPG prices
- Is one of the most expensive New Worlds in the country
- Very high power prices in comparison to many locations
- Is a cold climate, requiring more heating to keep the house warm

Along with the concerns that the community has raised, it became apparent that Ngati Rangi, a partner in the project, shared these same concerns, this is documented with links to the OIA files here <https://www.saveohakune.com/post/ngati-rangi-had-the-same-concerns>

Ngati Rangi were consulted on the matter from the beginning, however the community and ratepayers were not included in any consultation.

Ngati Rangi stated they would not provide support for the project unless they received priority access to the housing, they since changed their mind and we believe an incentive of some sort is being provided, see more at <https://www.saveohakune.com/post/society-approval-imminent-update#viewer-815b1>

Funding

In 2020, Council were looking for options to use CIP/IRG funding to grow social housing and affordable houses. A plan was formulated to build in Taumarunui using a few sites scattered around; it's noted Ohakune was not preferred.

CIP made recommendations to RDC to find a suitable location that could service all the builds on a single Superlot for easier project management and for economies of scale savings. Council only had one such property that was "Shovel Ready" and would suit the timeframes required under the funding which was weeks out from expiring, they chose Teitei Drive, Ohakune.

RDC applied for funding from CIP/IRG to develop land and create 44 build ready lots on land they owned, the intention was to sell the lots and use the proceeds to further expand their housing portfolio and generate revenue for the council.

The two applications submitted (July 2020 & December 2020) were rejected due to lack of due diligence, the costs. There were also concerns RDC would not be able to deliver on the houses as they could not underwrite the builds, or locate developers to underwrite the builds.

The CIP/IRG working group advised that it was highly unlikely that the project would be put forward again, but that the CEO was welcome to lobby ministers. ([See Appendix 3](#))

OIA documents show that phone calls were made between senior staff that reignited the project, it also shows a senior staff member withheld information from decision makers around the PwC report, that the figures used were provided by RDC and not scrutinized or verified. This information was withheld from the Steering Group, rather they were advised that it covered Stage 1 of the project. ([See Appendix 4](#))

Following the rejections, RDC & KO formulated a new plan, one that would see KO apply for funding to MHUD and RDC gift the Teitei land to KO. Later it was determined that KO could not cover the cost of providing funding for items outside of the Teitei lot, such as extending potable water services, so it's our understanding that KO is now purchasing the land from RDC for less than fair market value, to cover some of the costs RDC will incur. The purchase price will not be revealed to us under OIA. [See Appendix 5](#) for the internal memo to MHUD

Ohakune eventually received funding to provide 44 build ready lots however with Kainga Ora making the application and receiving the grant. Council is putting in the land, but not getting any sales or return, leaving ratepayers out of pocket. Kainga Ora subsequently signed a S&P agreement with RDC to purchase the land for a nominal fee, we believe that this is likely to be \$1 or well below market value, as they will not release the figure under OIA. The S&P agreement is dated 4th April 2023 and is back to back with the MHUD agreement.

Housing Breakdown

Fifteen of these homes are classified as social housing, where there is only 13 people on the MSD waiting list in Ohakune; there are 72 listed by MSD for the district, but we believe these are mostly in Taumarunui where the actual jobs and medical services are located.

A further fifteen houses are classified as “Affordable Homes”, which is difficult to fathom when you consider the cost of the houses and the unreal expectations people will be able to buy them as their first home. The only scenario that would make this work, is if the crown gives the land away for free and the first home buyer pays for the build cost; even then there are over 50 houses for sale in Ohakune alone under \$500k with more bang for buck.

The last 14 homes are ringfenced as “Long Term Rental Accommodation”, to which no policies or documents currently exist as to how these will work (confirmed under OIA’s). It’s our suspicion that these will likely be provided to a Ngati Rangi entity to manage and may provide for preferential or priority housing of iwi.

There are two additional lots (a total of 46) that both Council and Kainga Ora refuse to advise what they will be used for, or who will retain the titles; these may end up as additional social houses.

We have suspicions, that the additional lots over and above the 44, may end up in the hands of Ngati Rangi, either by gift or sold below market. Ngati Rangi originally refused to provide support for the housing project, without receiving priority access to the housing being developed. ([See Appendix 1](#)).

The wording of WPQ 24553 states “There is no formal agreement with Kainga Ora for houses to be given or allocated to Ngati Rangi”

- https://www.parliament.nz/en/pb/order-paper-questions/written-questions/document/WQ_24553_2023/24553-2023-brooke-van-velden-to-the-minister-of-housing

Kainga Ora have confirmed the existence of a draft agreement with Ngati Rangi, but that it is unsigned, so they will not provide this under OIA. We suspect this agreement gives some sort of incentive for Ngati Rangi to agree to the “Ohakune Social Housing Project”.

We believe this agreement will likely be signed on the approval of the Resource Consent, as Kainga Ora will then have confirmation of how many additional lots the development will have.

The Cost

Please note, these costs and expenditures are up to June 2023 FY.

They do not include the additional work being undertaken since the resource consent was submitted 5th July 2023 which we believe would increase costs by a large sum due to S92 (Request for more Information).

Horizon Regional Council have also requested S92 (Request for more information) and also advised the applicants that two further consents are required for environmental reasons.

The estimates and expenditure also do not take into account the now requested “Notified Consent” which will incur costs of an Independent Commissioner and likely experts to review the data.

If the consent is approved, there will be a large cost for Judicial Review when the Society takes the matter to the High Court. This will unfortunately be a double cost for ratepayers which we don't take lightly; taking your own council to court means you're essentially double paying (via rates and via personal legal expenses).

Many of the estimates for funding approval were not interrogated or verified from 2020 estimates. Even with any update to estimates being carried out since funding approval from MHUD (\$5.2m) but Kainga Ora who has since topped up an additional \$2.3m in shortfall since signing in April 2023, its highly likely these costs will increase drastically with the further delays and unknown subterranean rock our consultants have referred to.

13 Moore Street, Ohakune (Completed)

RDC were provided a \$2.4m (incl GST) grant to build 6 social housing units which have now been completed under Project 1 of CIP/IRG funding reference Q1282. The land was council owned and had services (3 waters, telecommunications & power) ready on the boundary.

Council retain ownership of the asset and receive an income to continue a rates neutral social service to the community.

- 5 x 1 bedroom units and 1 x 2 bedroom units were built
- The average cost of the units works out to over \$400k each (before land costs)
- Land was already owned by council and services were at the boundary

6 Teitei Drive, Ohakune

The estimated cost per 1-2 bedroom house in the “Ohakune Social Housing Project” is estimated to cost (incl GST), consider land can be purchased for \$120k on Trademe:

- Land Development \$8.625m or \$200k per lot (300-450sqm before breaking ground)
- 1 bedroom home - \$315k (average \$515k incl land)
- 2 bedroom home - \$400k (average 600k incl land)
- Dense, Intensified urban sprawl next door to Carrot Adventure Park

Kainga Ora Expenses to June 2023 (\$430,264 excl GST)

It's important to note that ground has not been broken and a consent has not yet been approved. There was a considerable information lacking in the consent file submitted and many questions are unanswered under S92 (Request for more information) that has been underway for the last 4 months by contractors, incurring additional cost.

[See Appendix 9](#) for a breakdown provided by Kainga Ora. Note that this doesn't include internal time and resources sent on the project since 2021.

RDC Expenses to June 2023 (\$177,085 excl GST)

RDC have provided a breakdown ([See Appendix 10](#)) of expenses incurred for Teitei Drive. Again this does not include the man hours spent since 2020 and likely other expenses that were possibly allocated to other budgets.

Consultation & Delegations

Consultation

RDC held no consultation with the community over the gifting/sale of land, nor did it consult on the housing project in Ohakune, to which they have admitted in a public meeting and it is recorded on video.

A report provided in a council meeting held 27th September 2023 to provide evidence they had followed policies of significance and the Local Government Act (LGA) were actually not for the project at Teitei Drive, but from a 2020 project that pre-dated the conception of Teitei Drive, and of much smaller scale in a different town.

The Ruapehu District Council (RDC) say they were tight lipped after being instructed to be confidential until resource consent was granted so Minister Woods could do a sing and dance about the project, however this didn't eventuate as the secrets were due to be revealed under Official Information requests; Ministers were not able to make it to Ohakune in time to do the reveal they had intended.

RDC CEO Delegations

We have received response from RDC regarding the CEO's authority and delegations to sign agreements for 6 Teitei Drive. Previously council have just referred to the delegation being provided on 5th August 2020.

The wording of the delegation has now been revealed:

That Council authorises the Chief Executive to enter into the agreement with CIP to receive the \$7.78 million grant, subject to the Chief Executive negotiating acceptable terms for the Funding Agreement

We note that the CEO did in fact sign an agreement with CIP in November 2021 for a funding grant of \$2.1m to build 6 units at Moore Street + later received a further ~\$300k of the contingency funds with an amendment agreement (8th Feb 2023) to renovate existing units at Moore Street. The total funding signed and received from CIP is documented as \$2,405,000 + GST. We believe this is covered by the above resolution and have no problem with that step.

However, we consider the CEO did not have authority to sign the agreement now disclosed and dated 4th April 2023 with Housing New Zealand Build Limited for the following reasons:

- The Delegation is specific, for the CEO to enter into agreement with "CIP" to "receive" the \$7.78m grant; subject to the CEO negotiating acceptable terms for the funding agreement.

- Funding by way of grant to RDC for the Teitei Drive project was rejected by CIP and never eventuated any further with CIP.
- No further agreements were signed between RDC & CIP.
- Kainga Ora signed an agreement with Ministry of Housing and Urban Development (MHUD) for funding (not with CIP), and the funding going to Kainga Ora, not Council.
- The Agreement dated 4th April 2023 was between RDC & Housing New Zealand Build (not CIP as per the delegation) and was for sale of land.
- The delegation given on 5th August 2020 does not provide for the sale or gifting of land.

Indeed the Teitei Drive social housing project was not in contemplation as at August 2020 – see Ree Anderson report tendered at the meeting and now a publicly available document.

Council have confirmed no further delegations have been provided since 5th August 2020, thus we believe the contract signed on 4th April 2023 to be null and void.

Concerns

- Increasing social housing in a tourist snow town, where jobs are seasonal;
- 12 people on the MSD waiting list for Ohakune, 72 in the region;
- Over 50 properties in Ohakune for sale for under \$500k
- the spend (on average) in excess of \$515k for a 1 bed or \$600k for a 2 bed house;
- Lack of consultation of gifting/sale (under market rate) of ratepayer asset;
- Failures of the Local Government Act (LGA);
- Failures of the councils policy of significance;
- Failure to meet the District Plan, Policies & Rules;
- Not following the draft (2-3 years in the making) spacial plan;
- Density, doesn't match the existing surroundings or town at all;
- Being built on land earmarked for "Sports Park Precinct";
- Crime increase

Petition

A petition was presented to parliament on 29th August 2023 and accepted by the petition committee

- <https://www.saveohakune.com/post/petition-presented-to-parliament>

First Engagement

The first community engagement was held after the resource consent application was submitted and accepted, the community highlighted many issues, but were told this was going ahead no matter what. See the following link where you can view a transcript of highlights and click to the portion of the video

- <https://www.saveohakune.com/post/zoom-call-between-ko-rdc-rate-payers>

Voicing Concerns to Council

Barry Murphy spoke in the public forum of a Council meeting on 23 August 2023 , pleading that council consult on the matter and councillors understand the concerns.

- <https://www.saveohakune.com/post/council-meeting-23-august-2023>

Council held a public meeting on 31st August, expecting only 15 members to arrive, as that's all the seating they allowed for. Over 115 people attended in person and over 45 in opposition joined via Zoom to raise concerns, over 95% of those in attendance were opposed to the development. The meeting was a record setting turnout for any public meeting in the district, yet all the concerns were ignored.

- <https://www.saveohakune.com/post/record-turnout-to-a-rdc-meeting>

Ohakune Carrot Adventure Park Trust Opposed

Ohakune Carrot Adventure Park Trust released a statement 10th August and a further letter in the Ruapehu Bulletin on 16th September. ([See Appendix 6](#)).

Ron and Peggy Frew, trustees for the Park, spoke in the public forum of the 27th September RDC Meeting, offering to purchase and donate the land to the park.

Diversion and Closure of Cycle & Walkway

A 2m wide gravel walkway that connects the Snowmass Subdivision to Teitei Drive, Carrot Adventure Park & Ohakune Town, is proposed to be removed and diverted. This walkway is in use by over 150 properties and has been in existence since 2011 when a section (30m) of the walkway was donated by the Snowmass developer.

As it stands, the walkway is used by many families and kids, with kids as young as 8 able to reach Carrot Park alone or ahead of their parents with no safety concerns as they do not cross a road or any unsafe, non complying driveways.

The proposed changes would require the walkway to be closed and fenced off while construction is underway, with the only alternative for properties to cross SH49 (70km/h road) to access a walkway to town, they would have to cross the SH49 again to access the park.

On completion of development and builds, residents will need to use the newly diverted walkway, and cross seven new non complying driveways, the walkway is proposed to be 1.2-1.5m wide. It's noted that cyclists are expected to ride on the 6m wide road, with no cycle lanes. Concept drawings show that some houses are proposed to be built 1.6m from the front boundary (non complying, should be 7.5m), which is a quite intimidating and unsafe request for children.

District Plan, Rules & Policies

A review has been completed on the full Master Plan, with the potential of over 140 homes, only 30 meet the district rule of 450sqm minimum size. Due to the 110+ lots that are non complying at 300sqm, concept plans show the residential lots not complying with multiple District Rules & Policies

To list a few rules that are being breached

- RE3.3.2 - Residential Density
- RE3.3.5 - Yards
- RE3.3.3 - Height (if they build 2 story)
- RE2.2.2 - Policy
- TI3.3.2 - Vehicle Accesses & Access Widths
- TI3.3.3 - Parking & Manoeuvring & Parking Space Dimensions

Some of these rules are huge safety concerns, when you consider the diversion of 150+ (or 500+ people) walking through this subdivision.

- <https://www.saveohakune.com/post/failure-of-the-district-plan-policies-rules>

SH49/Teitei Intersection

Council assumed that they would not require NZTA approval as no new connection to the State Highway Network was proposed. Residents raised concerns that the intersection can already back traffic up with the 3 existing homes and the Carrot Park use. With the addition of 157 homes over the three stages, or even just the 44 new homes proposed in Stage 1, this raised concern enough for members of the public to reach out to NZTA. It was later discovered that NZTA did not agree with the statements and data provided by the developers contractors. After NZTA & Contractors couldn't agree, a compromise was made by the developer to install a right hand turn bay. (See [Appendix 7](#) & [Appendix 8](#))

Parking

It's been noted that some lots will only have a single parking space, the reasoning being that Social Housing tenants have less cars, which we believe is untrue, you simply need to drive past some Low Income / Social Houses to view a scrap yard of cars in various stages of use.

The development is purposefully reducing parking spaces as they wish to force residents to walk or use other active modes of transport, in a town that has no public transport. Considering the winter is cold and the town receives snow, expecting residents to walk is far reaching.

The Carrot Park has a number of sealed parking spaces, along with a large dirt car park, however during peak times, such as when events are held, parking can overflow beside SH49.

Contradicting and concerning statements made by the Traffic Planning Contractor

"In terms of the Carrot Park overflow, I am unaware of any overflow of parking on weekends. Our observations were undertaken on a weekday"

"The proposed subdivision will increase the available parking supply in close proximity to the existing car park"

"I am also reminded that should the proposed subdivision be developed with social housing in which car ownership is low and that some of the house typologies are going to only support a parking demand of only one car per dwelling "

NZTA raised concerns regarding the statements made by development contractors that they plan to only have a single parking space on some lots, they pointed out that the resource consent showed two parking spaces per lot, and approval was conditional on this assumption.

Summary

It's clear that many aspects of the 'project consultants' work was inadequate and amendments have been made. The issue we have is that ratepayers and residents highlighted these issues and it fell on deaf ears, it took the controlling agency NZTA to months to debate with the consultant, but NZTA held their ground.

Council, the consenting authority for Ruapehu, should be challenging the design & layout, sizes, etc for a subdivision they are partner to. It would appear Council are setting a precedent for developers to circumvent future developments abiding by the District Plan, Policies & Rules.

One would expect the council to be setting an example of how the rules are followed, not where the loopholes exist. The District Plan, Rules and Policies are set out and agreed with the community and rate payers, to ensure our community is safe and thrives. This whole process with Teitei drive is very upsetting to residents and ratepayers & does not provide a transparent & trusting process. The plan to use

When residents have pointed out flaws and failures, council has not taken action or made comment, rather they have defended the application they are party to. Residents and ratepayers have no other authority to rely on, other than roading (NZTA) or Horizon regional council consents; we should be able to trust our Council is doing right, but this isn't the case.

We find it very deceitful and a huge conflict of interest that council would be party, partner and joint applicant to such a process.

The Ombudsman

Kainga Ora & RDC have a number of Ombudsman complaints being investigated over failures due to delays in response. The Ombudsman recently released his response on a few investigations stating

"I have now formed the final opinion that Kāinga Ora's delay in making the official information available was 'undue', and therefore in breach of the OIA "

While there are many matters being investigated, we await the result of KO & RDC withholding of information & or providing misleading information that was factually incorrect. See more on this including the documents and evidence here

- <https://www.saveohakune.com/post/misleading-information-being-provided>

The Ombudsman recently released a report with regards to public excluded council meeting requirements and that the Schedule 2A (LGA) form should contain "the general subject of any matters to be considered while the public is excluded. See pages 23-28

- <https://www.ombudsman.parliament.nz/sites/default/files/2023-10/Open%20for%20Business%202023.pdf>

Confidential briefings reviewed for RDC since 2020 mostly contain "Confidential Briefing", however the following items were disclosed as the "General Subject of each matter to be considered" and are the only items relating to housing.

- 23 Feb 2022 - "Social Housing Complex Seddon Street, Raetihi". Following this, 30th March 2023 a report was released for the LTP under "Changes from LTP" disclosing amounts to be spent on Seddon Street Social Housing Complex
- April 2020 - "Housing Options for Ruapehu District" & "Update Report: Housing Options for Ruapehu District",
- 20 May 2020 - "C1: Housing Options Update", "C3: Funding Agreement between MBIE and RDC for the Worker Redeployment on Local Roding Projects"
- 5 August 2020 - "C1: Housing Initiative"
- 26 August 2020 - "C1: Housing Initiative Update", "C2: Preliminary Housing Information Report – Liveability and Wellbeing Study"

Clearly since 2020, everything to do with Housing in Ohakune has been hidden from the public, against the LGA requirements for the Schedule 2A form.

Timeline

Key dates are listed below, however for a full timeline and links to the OIA documents we point you to the living documented located at <https://www.saveohakune.com/timeline>

- **July 2020 & December 2020** – Funding from CIP to Council were declined
- **4th August 2021** - Kainga Ora (KO) applied for the funding where council was to gift or sell the land for a nominal (not fair market value) price to Kainga Ora
- **4th April 2023** - RDC & KO sign an agreement
- **31 May** – Project estimate cost increases to \$7.5m +GST
- **20th June** - RDC make public the intentions but don't respond to any queries, all questions and concerns are forwarded to KO whom respond with stock standard responses on their mandate to build new homes
- **5th July**– KO & RDC submit a joint resource consent
- **20th July**– First Article on Stuff website regarding the development
- **25th July**– 2 x resource consents are accepted for processing
- **1-3 August**– First “Community Outreach” with the public, with no answers, just being told this is proceeding no matter what the community thought
- **4th August**– We discover a conflict of interest with the senior project lead who owns a property directly neighbouring stage 1 of the project, a reserve was installed on the border of his property after his start date, it did not exist in prior drawing concepts.
- **7 August** - Parliamentary questioning by Brook (Act Party) regarding the project and the conflict of interest. This same day a Conflict of Interest (COI) was officially lodged in KO systems
- **18th August**– The Dominion Post does an article on the COI
- **23rd August**– I spoke in front of council public meeting, where it was apparent councillors were not fully informed of what was happening; I asked for the project to be put on hold and a review done.
- **29th August**– Petition read into parliament (Brook from Act party as sponsor) and accepted by the petition committee.
- **30th August** – KO & RDC send notification that they have “requested a notified consent”
- **31st August**– Council holds the first public meeting to discuss the matter, a record turnout of over 150 people attend with 95% of those in attendance asking council to consult on the matter and pause the project. Council admit that they have not consulted on the project. The meeting room was only setup to accommodate a total 15 guests, eventually the room was overflowing out into the hallway with no seating available and people leaving.
- **5th September** - Whanganui Chronicle write an article on the petition
- **6th September** – After asking for months we receive a copy of a contract as a distraction, its in fact an unsigned contract from 2020 leading us down a rabbit hole; this contract never eventuated as CIP declined funding
- **11th September** – We receive the signed copy of the contract between RDC & KO
- **27th September** – Monthly council meeting held, where the Mayor and CEO call a resolution to “Cancel the Contract” or “Continue with the Contract”. 6 of 9 councillors call for the matter to lie on the table and to defer and consult on the matter. The Mayor breaches standing orders and rejects the motion.
- **8th October** – The Society is incorporated
- **16 October** – NZTA reluctantly provides approval under section 95E of the RMA and imposes multiple conditions and assumptions around parking

Appendixes

Appendix 1 – Email from Ngati Rangī

Email from Ngati Rangī signaling they will not be able to support the agreement until such time as priority access is provided to Ngati Rangī.

From: Helen Leahy <helen@ngatirangi.com>
Sent: Tuesday, 1 November 2022 5:31 PM
To: Graeme Broderick <Graeme.Broderick@kaingaora.govt.nz>; s 9(2)(a)
Cc: s 9(2)(a) Karen Winchcombe <Karen.Winchcombe@kaingaora.govt.nz>; s 9(2)(a)
s 9(2)(a)
s 9(2)(a) Ie Kau o te Huia Iuta s 9(2)(a) Hayden Potaka
<Hayden.Potaka@kaingaora.govt.nz>
Subject: Tei Tei Drive

CAUTION: External email. Do not click or open attachments unless you recognise the sender and know the content is safe. If unsure use the Report Phishing button.

Tena Kautau katoa

To close the loop on our discussion earlier this week, I need to signal that Ngāti Rangī will not be able to support the Sales and Development Agreement until such time as Kainga Ora agree to priority access being provided to Ngāti Rangī whānau regarding the social housing and affordable rentals.

The social housing access is determined by Kainga Ora and should be straightforward.

We also consider that affordable rental priority should be included in any development agreement once a partner is found.

With regards to the development partner discussion, the scale of development would not fit within Ngāti Rangī portfolio allocation, however Ngāti Rangī, through its investment/ownership of Hāpai, could potentially take on this role if the commercial returns are appropriate.



RUAPEHU DISTRICT COUNCIL

Private Bag 1001, Taumarunui 3946, New Zealand
Telephone +64 7 895 8188 • Fax +64 7 895 3256
Email info@ruapehudc.govt.nz
Website www.ruapehudc.govt.nz

30 October 2023

Ohakune Ratepayers and Residents Society Inc.

fyi-request-24541-3922b1b1@requests.fyi.org.nz

Dear Sir/Madam

OFFICIAL INFORMATION REQUEST REGARDING ALL RESOLUTIONS AND DELEGATIONS OF AUTHORITY RELATING TO TEITEI DRIVE FROM 5 AUGUST 2020 TO 26 OCTOBER 2023.

I refer to your official information request dated 26 October relating to all resolutions and delegations of authority relating to the Teitei Drive Development, Ohakune as below:

It has been stated that the CEO of RDC was given delegated authority on 5 August 2020 to negotiate and sign agreements regarding Teitei Drive.

Please provide:

- (1) a copy of the wording of the delegations
- (2) a copy of resolutions passed with this regard
- (3) Please provide any subsequent delegations or resolutions between 5th August 2020 and today with regards to delegations of authority or resolutions pertaining to Teitei Drive.

The information you have requested is enclosed.

The wording of the resolution delegating authority to the Chief Executive in the Public Excluded Business of the Council Meeting 5 August 2020:

"That Council authorises the Chief Executive to enter into the agreement with CIP to receive the \$7.78 million grant, subject to the Chief Executive negotiating acceptable terms for the Funding Agreement."

At the Council Meeting 27 September 2023, Council resolved:

"That the Council resolves to continue with the proposed Teitei Drive Housing Development"

There have not been any subsequent delegations or resolutions between 5 August 2020 and the most recent Council Meeting of 25 October 2023 with regards to delegations of authority.

Yours sincerely

A handwritten signature in black ink, appearing to be "T. Paladin".

T Paladin
GOVERNANCE MANAGER

The Ruapehu District ... where adventure begins!





Ruapehu DC – Notes from CIP Meeting – 11 December 2020

Via Zoom - attendees: Sean Wynne, Ngahua Leighton, Malcolm Hope, Clive Manley, Ree Anderson, Ewen Skinner

Notes from Meeting:

Key points from Sean:

- Ministerial requirements for CIP projects:
 - Underway immediately
 - Good employment
 - Strong public benefit
- CIP
 - 2000 applications - \$137B in total
 - Evaluated
 - Commercial/legal/accounting/engineering (regional engineer)
 - Sector experts also involved
 - Brought back to core group with ranking – 1 (high) to 5 (low)
 - Mapped against regions of NZ - emphasis on regions when prioritising
 - Presented to Ministers – if selected then given to agents (CIP)
 - Do Due diligence - more detailed evaluation
 - Process is - Working group then to Steering Group (SG) then recommend to Minister
- This project has gone to SG twice – first time unsuccessful – failed at overall DD with PM and governance costs too high
- Further work undertaken and revised submission – can see further work which was good – went to SG earlier this week – Project 1 (Moore Street – recommended although there are cost issues) and Project 2 (Teitei – will not be recommended)
- Clive – why do you not believe we can get 50 houses on the ground? Would like to understand what issues stopped the project – key fundamentals
- Sean – not in a position to share further detail. Cannot give info to us before it goes to Ministers. Interested whether RDC want just to progress with project 1 alone. Project 1 – more in line with 'shovel ready'. Project 2 – there are issues and they are not going to progress the project – projects need to be underway within year 1
- Clive – confident demand is there in Ohakune. Brought in consultants – RA/MEQ/ML – needed support to get it going
- Sean – restated that SG not recommending Project 2 – although noted that Minister could overrule. No issues with Clive lobbying Ministers
- Ngahua – from CIP working group perspective difficult to bring back Project 2 again to SG – cannot see SG changing their minds. Presented 2 stage process – but not supported by SG



- Sean - Project 1 will go up to Ministers in February. Sean to talk to Mark Bins to see if he can share his perspective and feed back to Clive
- Clive - mentioned that he had a Ngati Haa contact (Tim) who could follow up with Mark Bins – to follow up on this and Clive to also lobby Ministers
- Summary
 - CIP SG recommending Project 1 – not project 2 to Ministers
 - Sean to talk to Mark Bins and feed back to Clive (next week)
 - Clive to follow up with Mark Bins (via Ngati Haa) and Ministers (lobby)

Appendix 4 – Copies of Internal Emails

From: Brad Ward
Sent: Saturday, June 26, 2021 3:23:37 PM
To: Daniel Soughtton
Subject: RE: Letter from Minister Woods re Ruapehu Housing
Hi Daniel.

I had a productive chat with Sean last night and he is going to contact you early next week. Sean will have to get his board to agree to green light this project again. The intended commitment from Kainga Ora and the expected yield of the development helps. I am hoping that CIP will agree in principle to support the infrastructure required for the development from unallocated shovel ready monies – dependencies are likely to be Ministerial approval and also Kainga Ora internal approval to support stage 1 of the development. I don't think this will all get sorted in the coming weeks but hopefully once you and Sean chat you can both agree how to re-engage with RDC and the messages for them. Sean did raise the HAF money but I said that RDC was looking for progress on its initial shovel ready proposal still and this process would be quicker than the HAF which only opens for Expressions of Interest on 1 July.

Can you keep me informed, especially the nature of your discussions with Sean and RDC.

Cheers

Brad Ward
Deputy Chief Executive
Place-based Roles and Programmes
brad.ward@hud.govt.nz Mobile: [0274889999](tel:0274889999) www.hud.govt.nz

OK.

I've got hold of a draft copy of the report and it does cover the feasibility of non-state homes. PwC do consider them feasible – i.e., they generate an appropriate market return that we can support with a Kiwibuild underwrite.

The report is being finalised next week however PwC will require you and CIP to sign a 'hold harmless' letter as the advice was not originally prepared for you. It's a standard consultant risk position. If you're OK with these arrangements then I'll get the letters and reports to you next week. As indicated earlier, it doesn't interrogate the infrastructure costs provided by RDC. For now, perhaps just tell Sean that the PwC report does indicate feasibility of the stage 1 development (44 homes) and that the report will come next week.



Daniel Soughtton

Deputy Chief Executive
Central

Mobile: [0274889999](tel:0274889999)
Email: daniel.soughtton@kaingaora.govt.nz

From: Daniel Soughtton Daniel.Soughtton@kaingaora.govt.nz
Sent: Monday, 21 June 2021 9:13 AM
To: Brad Ward Brad.Ward@hud.govt.nz
Subject: RE: Letter from Minister Woods re Ruapehu Housing
Hi Brad

I can confirm that the PwC report we referred to earlier is actually for our PH fess (we used them to help out with some capacity while we build our regional team). They really just took the RDC infra costs as a given. If you want to interrogate the RDC costs more then we'd have to ask them for more information.

Can you confirm what you'd like to do? And that you don't need any of the PwC work we commissioned?



Daniel Soughtton

INTERNAL MEMO

Ruapehu social housing project, reconsideration for Infrastructure Reference Group funding

To: Andrew Crisp
From: Fiona McCarthy
Date: 4 August 2021 **Security level:** In Confidence
Priority: Medium

Purpose

1. This memo outlines a proposal to reconsider a Ruapehu social housing project for Infrastructure Reference Group (IRG) funding, and the next steps necessary to progress this.

Recommended actions

2. It is recommended that you:
 1. **Note** that this project was considered for IRG funding in 2020 but Crown Infrastructure Partners did not recommend it due to concerns at the time about benefit realisation and cost profile. *Noted*
 2. **Note** that a revised, smaller scoped, project was approved by Ministers in April 2021. *Noted*
 3. **Note** that Kāinga Ora has been working with Ruapehu District Council (RDC) and Ngāti Rangī to understand housing need in Ruapehu, and are supportive of this project, and happy to partner with RDC to deliver public housing. *Noted*
 4. **Note** that Minister Woods could seek an instruction from IRG Ministers to fund the project from the IRG fund. *Noted*
 5. **Agree** to brief Minister Woods, and recommend that she seeks that instruction.

Agree / Disagree

Background

Previous decision on the Ruapehu Social Housing Project

The Ruapehu Social Housing project was originally assigned to Crown Infrastructure Partners (CIP) as the Infrastructure Reference Group (IRG) Agency responsible for delivery. CIP's internal due diligence process for IRG projects includes a review of the project from an engineering, commercial, and financial perspective. Following the review, a report is considered by a due diligence committee (DD committee) and following this, to a Steering Group who make the final recommendation to Ministers.

The DD committee considered the project twice; in July 2020 and December 2020. The DD Committee and Steering Group considered this project again and did not approve the Project for recommendation to Ministers. The outstanding concern was the high risk that the outcomes/benefits would not be realised (due to lack of a build partners or developers) and that the empty sections would sit unoccupied. There were also concerns regarding the project budget (which included very high proportion of advisor and project management costs) and deliverability. At the time, Te Tūāpapa Kura Kāinga – Ministry of Housing and Urban Development (HUD) and Kāinga Ora expressed reservations about the proposal.

The Steering Group were more favourable towards the 6 housing units proposal (with a cost of \$1.5 million), as the funding would lead to a clear benefit/outcome. Ministers noted this recommendation in December 2020. In April 2021, the DD Committee & Steering Group approved the rescoped project (6 x social housing units) and recommended this project to Ministers for approval. Ministers approved this rescoped project in April 2021.

Recent developments

Kāinga Ora has been working with RDC and Ngāti Rangī to understand the housing need in the community. From these conversations it is clear that there is an agreed need for public, affordable and worker rental accommodation in the region.

Kāinga Ora operates 12 State Houses in Ohakune and there are no Community Housing Providers or other Public Houses in the area. The MSD housing register has grown from 3 to 8 over the past year. In discussions between Kāinga Ora, the RDC and iwi, it is clear that the housing register understates the true Public Housing need in Ohakune. Ohakune currently has no emergency or transitional housing.

Developers in Ruapehu are responding to the high end of the market but RDC note that new initiatives are needed to address the social and affordable housing end of the market; and that RDC needs partners to help deliver public and affordable housing.

Hon Dr Megan Woods attended the Central and Local Government Forum on 3 March and extended an invitation to RDC to propose ways to increase the supply of housing. RDC provided an updated proposal, outlined below.

The updated proposal

RDC own a 9.5ha piece of residential zoned land in Ohakune on Tei Tei Drive, which could deliver around 200 sections. RDC approached Kāinga Ora to partner with them to build housing for 'Stage 1', being 44 units comprised of 15 Public Houses, 15 Affordable houses, and 14 homes for worker rental accommodation.

Under the proposal, Kāinga Ora would partner with RDC and a developer to provide infrastructure and build 'stage 1' (44 homes - 1.6ha). Kāinga Ora would acquire the Public Housing (a mix of 2, 3 and 4 bed homes) and seek to underwrite the Affordable Housing (2 and 3 bedroom housing) using the KiwiBuild scheme.

RDC still expect the infrastructure costs to be \$5.3 million. These costs cover civil works, infrastructure, building platforms, planning costs and include allowances for contingencies and professional fees. This will provide full infrastructure for stage 1 development, with the balance of the land (7.9ha) being infrastructure enabled (i.e. infrastructure to the boundary).

Feasibility

RDC do not have a budget for the infrastructure needed to enable the development, but would enable the project by making the land available at cost. Kāinga Ora similarly do not have budget for the infrastructure – hence the suggestion to apply for IRG funding.

Kāinga Ora engaged PwC to do a feasibility analysis of the proposal. PwC analysis confirms that IRG funding is needed to ensure the viability of the project.

PwC analysis also shows that the average purchase price for the 15 affordable new builds would be between \$450,000-\$500,000. Kāinga Ora analysis of 2018 Census data suggests that 422 renting households in the district could afford to buy a \$450,000 2 bedroom house and 335 could afford to buy a \$500,000 3 bedroom house.¹ This indicates that there is potential demand in the district for the Affordable Housing that is proposed.

Comment

Kāinga Ora (through Deputy Chief Executive Daniel Soughton) have advised that they support the proposal, are keen to see it proceed, and to be involved. They note that they would not be in a position to fund the enabling infrastructure.

CIP have been appraised of the updated proposal, and the suggestion that Kāinga Ora be involved with delivery. They have noted their support for Ministers reconsidering this project.

Kāinga Ora has engaged with two major employers in the area s9(2)(ba)(i) who have identified a shortage of worker accommodation and cited availability of housing as a barrier to recruiting staff. These employers currently own or lease homes to employees and have expressed support and interest in purchasing or leasing homes if the Tei Tei Drive project proceeds.

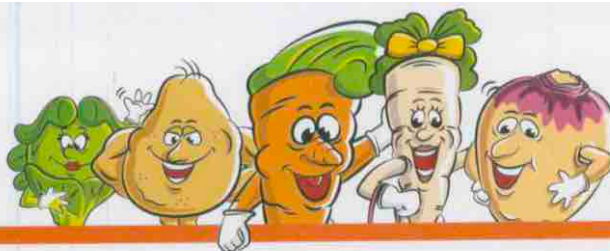
There is around \$200 million of IRG funding contingency remaining, meaning that there is scope to support this project, however Ministers would need to initiate this process, rather than CIP, as their Steering Group process is completed.

¹ Spending no more than 30% of household income on their mortgage, assuming interest rates of 5% and 20% equity/deposit.

Next Steps

In light of the updated proposal, we could recommend to Minister Woods that she seek an instruction from IRG Ministers to fund the project from the IRG fund.

Appendix 6 – Letter from Carrot Adventure Park Trust



OHAKUNE CARROT ADVENTURE PARK TRUST INC est. 2018

For Your Information

Social Housing in the wrong place at the wrong time.

As you will be aware Ruapehu District Council, Kainga Ora and Ngati Rangi have Government funding to build social and rental housing at the end of TeiTei Drive on the Council land next to the Carrot Park. Stage 1 has 44 houses.

This development was originally intended to be in Taumarunui where there is a strong need for Social Housing, Because no so called - spade ready - land was immediately available the development was shifted to Ohakune, adjacent to the Carrot Park, in order to capture the Government funding within the specified time it was available.

So it was for the wrong reason that Ohakune was chosen. Ohakune has very few current residents requiring Social Housing and it makes no sense to bring people from outside to a place with high living costs, often no Doctor, a cold climate and few job opportunities.

The tenants of this new development will be selected by Kainga Ora – probably a faceless Wellington bureaucrat with a quota to fill – so there is a strong likelihood of anti social disruptive behaviour being introduced to what is presently a very safe locality.

In the last 14 months 10,000 complaints have been registered by Kainga Ora nationally from .neighbours and only 2 evictions have occurred. Kainga Ora is powerless to evict bad tenants it seems.

The Ohakune Carrot Park Trust are against this development on TeiTei Drive fearing that it will deter visitors from coming to the park. Ohakune relies heavily on tourism and people come to the town and the Carrot Park because it is presently safe to do so.

If you would like to register your concerns go to www.saveohakune.com/what-we-are-doing

Yours sincerely

Ron Frew

Chairperson

Ohakune Carrot Park Trust

Letters

Teitei 'not a good idea'

- Why greenfield housing in Teitei is not a good idea:

Financial – to build 44 houses on a greenfields site without sewage, drainage, water supply, electricity or roads is going to be very expensive – between \$30–40 million and is an irresponsible use of taxpayers' money. Should the 29 houses other than social housing fail to sell, this would mean the 15 social houses would have cost \$2.6m each.

Councillors have a duty to spend ratepayers' money wisely and owe financial prudence to taxpayers. Money from Central Government to local councils is not free money. It is taxpayers' money. There are conflicting stories as to whether cost overruns are to be met by Ruapehu ratepayers or taxpayers, but in the end, we are all the same people. It would be catastrophic should they fall on Ruapehu District ratepayers.

Houses on Teitei Drive, social or otherwise, pose a considerable traffic problem for the Carrot Park, which has become a major Ohakune attraction. The park has been developed by volunteers who have funded the development through fundraising and sizable private donations. Private donors have already indicated to me that there will be no further funding should this development proceed. The full cost of maintaining the Carrot Park would then devolve to Ruapehu ratepayers. People love that park because it is rural and presently so safe. It would be a shame to put that priceless asset at risk when there are other options.

Real estate firms have over 50 houses for sale. Surely some of these could quickly be made suitable for the people presently seeking social housing in Ohakune? The idea that local employers will buy the extra houses is wishful thinking. They already have plenty of houses to choose from and are not buying. The employment opportunities in market gardening are limited. Mechanisation and packhouse automation together with the availability of foreign nationals through labour contracting firms means fewer seasonal jobs for local workers. This means the 29 houses that are not social will be very difficult to sell.

Ruapehu ratepayers should not be in the business of subsidising housing for private employers.

Should the RDC proceed with the sale of this 9Ha of RDC public land to Kainga Ora they have plans under the heading "Ohakune Social Housing Project" to build a further 82 houses on fields 2 and 3. This is good horticultural land which is in short supply. This is cropping land which, if leased, could provide investment income to the Trust to fund ongoing development and maintenance of the iconic Carrot Park and retain the rural setting that so many visitors come to experience.

The fact that so many Ohakune residents signed the petition opposing the development needs to be listened to. To divide a community by proceeding with a project that the majority of the citizens oppose is not what should happen.

Ron Frew, chair Ohakune Carrot Park Trust

Source - https://assets-global.website-files.com/5fd3dd4b71a8d4831c9fdb7d/6500b471ef99e1314a2ca59b_1977_130923_bulletin.pdf

Appendix 7 – NZTA Emails & Conditional Approval

Katherine Hu

From: Todd Langwell <Todd@trafficplanning.co.nz>
Sent: Wednesday, 26 July 2023 1:13 pm
To: Jaclyn Phillott
Cc: Katherine Hu
Subject: RE: Waka Kotahi Application-2023-0705- 6 Teitei Drive, Ohakune, Manawatu

This message was sent from outside the company by someone with a display name matching a user in your organisation. Please do not click links or open attachments unless you recognise the source of this email and know the content is safe.

Hello Jaclyn,

Thank you for your patience and giving me the opportunity to respond to the points raised below.

I have set out a response below in green for each of the points raised. In summary, I consider some of the assumptions made are incorrect and just want to make sure this is noted in correspondence to ensure all parties, including the Council and Waka Kotahi have all the factual information.

Notwithstanding, I can confirm that the applicant is happy to provide a right turn pocket on SH49 at the intersection. I would appreciate that Waka Kotahi can provide in writing that this is the only mitigation it considers necessary. Once this is confirmed and agreed, we are happy to provide an addendum to the AEE to reflect the changes.

1. Waka Kotahi does not agree with the assumed speed being less than 70km/hr due to the intersections proximity to the 50km/hr zone. Our data for the last 12 months shows the 85% speeds are 69km/hr to the west and 72km/hr to the east. Therefore, use of the graph b in figure 2.25 of the Austroads Guide to Traffic Management Part 6 (p53) is considered more appropriate (see below).
It is not clear from the speed data provided exactly where it is measured, however if we accept these speeds as accurate measurements then on face value, speeds eastbound and in the direction of the right turn into Teitei Drive are lower than 70km/hr. Therefore, if these speeds are accurate then Graph "a", as used in the ITA would be appropriate for the right turn direction (under 70km/hr) and graph "b" would be appropriate for the left turn direction. I therefore consider the assessment within the IT is correct. Further details below will also reinforce this conclusion.
2. The trip generation rates proposed in Section 4.0 are based on 11 daily person-trips. However, this number has been reduced to 7.7 based on the assumption that 30% of trips will be by walking or cycling. Waka Kotahi does not agree with this assumption particularly as half of the year the weather does not encourage the use of active modes. Therefore, Waka Kotahi would prefer the assessment rely on the 10.4 vpd and 1.2 vehicle trips per peak hour as per the Planning Policy Manual Appendix 5B.
I do not agree that seasonal factors in Ohakune are that extreme and will impact on active mode demands for 6 months of the year. Warmer weather periods are growing and the window when weather may affect active modes are reducing. I am also reminded that should the proposed subdivision be developed with social housing in which car ownership is low and that some of the house typologies are going to only support a parking demand of only one car per dwelling. One of the designed goal for this project is to encourage the use of active modes in order to maximise and benefits from the close proximity to all existing amenities that actively support cycling and walking and infrastructure to support this, reducing climate change emissions and carbon neutral.
3. Waka Kotahi supports the assumption that the Carrot Park Playground will be occupied 80% of the time, equating to 24vpd or roughly 2.4 per peak hour. However, there are also 3 existing homes using Teitei road access which equates to a further 30vpd, or roughly 3 vehicles per hour which have not been included in the

assessment. Therefore, the existing environment has 54vpd or 5.5 vehicle per peak hour. The vehicle numbers from 46 proposed dwellings, is approximately 478 vpd or roughly 47 per peak hour.

On the same assumption as item 2 above, if the weather is considered to have an influence on active mode travel, then it would also be applied to the occupancy of Carrot Park. It is flawed to make assumptions that weather will affect active modes and not the use of the park. Furthermore, the analysis of traffic movements is undertaken for the AM and PM peak periods when occupancy of Carrot Park will be close to zero (as observed during my site visit during the same peak periods). The ITA set a conservative level of assessment for the peak season (which is incidentally in the winter months) when considering Carrot Park, whereas volumes during the peak commute times are much lower.

No assumption has been made to add trips relating to the existing homes in Teitei Drive as they are accounted for in the survey data of the existing intersection operation, to add further flows would result in a "double count".

Therefore, the total anticipated vehicles using the Teitei Road intersection is anticipated to be 532vpd or roughly 53 per peak hour trips when including the existing environment. This is significantly higher than that proposed by the applicant and will affect the safe and efficient functioning of the state highway and the intersection.

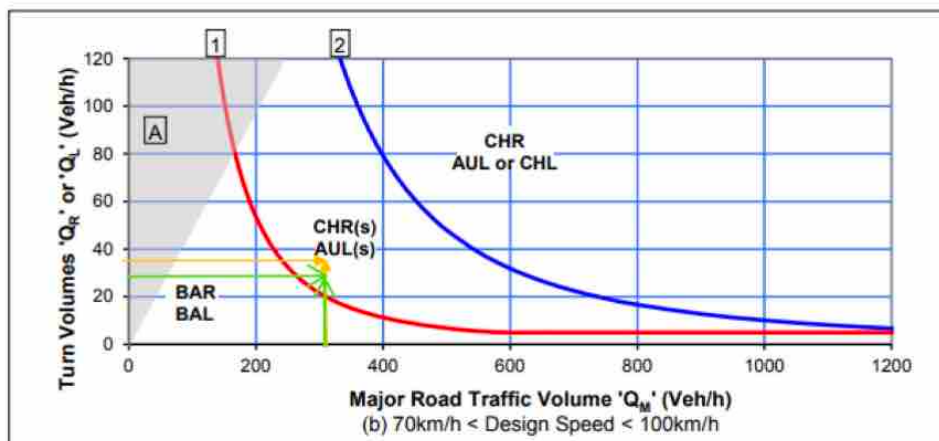
The SIDRA analysis set out in the ITA accounts for a total of 56 turning movements in the AM peak, which is more than that calculated if the Waka Kotahi assumptions were adopted. The ITA is therefore taking a more conservative assessment in terms of vehicle movements through the intersection.

4. Waka Kotahi has also done the vehicle calculations based on the proposed 7.7 trips per day per household as per section 4 of the ITA. Based on this number, there would still be roughly 401vpd (49 dwellings including the existing 3 dwellings and carpark) or roughly 40 per peak hour.
As discussed above, it is flawed to account for the existing homes on Teitei Drive as they are included in the existing background traffic.
5. Out of interest I have used the vehicle values provided by the applicant (noting the higher calculations by Waka Kotahi may be contested) and plotted them on the appropriate graph b. The "39 vehicle trips per peak hour, and 354 vehicle trips per day" from the applicant results in the proposal requiring a Channelised/Auxiliary Lane consideration (see below). The need for an intersection upgrade is further accentuated if using the values calculated by Waka Kotahi.

As set out above, graph "b" is not considered appropriate for the right turn assessment as the speeds on this approach are less than 70km/hr.

Nevertheless, even if you used graph "b" as set out below, the plot of Q_R in the graph below is incorrect. The reference to 39 vehicles trips per hour relates to the overall predicted vehicle movements for the proposed subdivision. This volume is spread across all turning movements at the intersection and not just the right turn into Teitei Drive. Plotting 39 vph for the chart is therefore incorrect.

Taking into account the SIDRA volumes in the ITA (which are more conservative than the Waka Kotahi predictions), the right turn volume in the PM peak into TeiTei Drive is 30 vph and this is the Q_R value that should be plotted on the chart. By plotting the correct Q_R value in graph "b" will give you a result closer to the red line (as shown in green below). Given the measured speeds are at the lowest end of the range (70-100km/hr) and the demand volumes for the Carrot Park are also conservative it would be overly cautious to require a right turn pocket to mitigate any effects relating to this development.



6. The Safe System Assessment in section 5.4 of the ITA also notes an increase in risk to safety outcomes as part of the proposal, yet no mitigation measures have been considered.
- The increase in risk is very minor and, in my opinion, and does not warrant any mitigation. The increase in volume using the intersection is not considered to trigger any significant mitigation and given that the intersection warrant (when utilising the correct chart and demand volumes) does not indicate that a channelised right turn lane is required.

Todd Langwell DIRECTOR

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T 09) 817 2500 ext. 806

M 021) 273 5315

F 09) 817 2504

E todd@trafficplanning.co.nz

W www.trafficplanning.co.nz

From: Jaclyn Phillott <Jaclyn.Phillott@nzta.govt.nz>

Sent: Thursday, July 13, 2023 10:23 AM

To: Todd Langwell <Todd@trafficplanning.co.nz>

Subject: RE: Waka Kotahi Application-2023-0705- 6 Teitei Drive, Ohakune, Manawatu

Good morning Todd,

I can confirm that our speed reading data is provided through a licensed agreement with Tomtom whereby we have access to speed data over the entire state highway network. The speed readings are based on a distance of 20m either side of the intersection and based on the average for the last 12 months. The attached is a breakdown of the analysis for your records.

Let me know if you need any other information.

Ngā mihi

Jaclyn Phillott (she/her) BEPP(hons)

Environmental Planner – Waikato/Bay of Plenty

Poutiaki Taiao / Environmental Planning

System Design, Transport Services



Waka Kotahi New Zealand Transport Agency Reference: 2023- 0705

16th October 2023

Kainga Ora and Communities

C/- **Katherine Hu**
298 Victoria Street,
HAMILTON, 3240

Sent via: katherineh@barker.co.nz

Dear Katherine,

STAGE ONE RESIDENTIAL SUBDIVISION– 6 TEITEI DRIVE, OHAKUNE, MANAWATU-WHANGANUI – KAINGA ORA AND COMMUNITIES & RUAPEHU DISTRICT COUNCIL

Thank you for your request for written approval from Waka Kotahi New Zealand Transport Agency (Waka Kotahi) under section 95E of the Resource Management Act 1991. Your proposal has been considered as follows:

Proposal

Resource consent is sought for the following activities:

- Subdivision creating 46 residential lots, one balance lot (Lot 301), five lots to vest as local purpose reserve and one lot to vest as public road.

Assessment

In assessing the proposed activity, Waka Kotahi notes the following:

- The proposal is stage one of a larger subdivision project which will result in the balance lot being developed.
- The subject site (Lot 2 DP 54909) is located between farmland to the south and west, existing residential development to the east which the proposal will integrate with in terms of shared paths. To the north of the site is the Ohakune Carrot Adventure Park.
- The site is proposed to gain access from Teitei Drive. Teitei Drive currently connects to State Highway 49 (SH 49) at the entrance to the Ohakune Carrot Adventure Park.
- The intersection is within a 70km/hr speed zone which changes to 50km/hr when heading West (into the township). Waka Kotahi has assessed the speed and determined the 85% speed to be 69km/hr to the west and 72km/hr to the east.
- Waka Kotahi does not agree with the trip generation rates and assumptions used to calculate them in the Integrated Traffic Assessment (ITA). Waka Kotahi does not consider the active mode rates to be as high as what has been assumed, particularly when seasonal variability is taken into consideration. Also the master plan demonstrates two carparks for each lot proposed in stage 1, suggesting two car ownership rates. This does not align with the reduced car ownership rates argued by the applicant. Therefore, Waka Kotahi anticipates vehicle numbers to be approximately 478 vehicles per day, for a 46 lot development, not including the existing environment based on the Planning Policy Manual appendix 5B 2007 (PPM).
- Despite ongoing discussions between Waka Kotahi and Traffic Planning Consultants Ltd (TPC), there has been no agreement reached in terms of the speed environment at the intersection, or the anticipated vehicle numbers resulting from the proposal. However, Waka Kotahi notes that the applicant has

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volunteered to upgrade the intersection to include a right-hand turn bay. Waka Kotahi consider the upgrade is sufficient to safely allow for all vehicles to safely use the intersection and in particular for residents of the development to turn-right onto Teitei road, particularly during peak hours.

- The applicant has explored the option of access via Raetihi Ohakune Road to the west as requested by Waka Kothi and have deemed that option unsuitable for stage one due to the paper road being unformed, and the presence of a wetland. However, Waka Kotahi notes that the subdivision Master Plan (p.13) does indicate the extension of Teitei Road along the paper road, and therefore Waka Kotahi would encourage the applicant to explore this option further when further stages of development are proposed.
- Waka Kotahi notes that the applicant is volunteering to provide a Construction Traffic Management Plan (CTMP) as part of this application which Waka Kotahi supports in principle but should be consulted on.
- Therefore, based on the above, Waka Kotahi supports the proposed Stage 1 development subject to the below conditions.

Conditions

In discussion with Waka Kotahi your clients' have agreed to include the following conditions as part of your clients' resource consent application. The legal name of Waka Kotahi is the New Zealand Transport Agency; therefore our full legal name is referred to in the conditions and approval.

1. Prior to the issuing of a certificate pursuant to Section 223 of the Resource Management Act 1991, the Consent Holder shall provide to Council, correspondence from the NZ Transport Agency confirming that the final design for the proposed intersection upgrade including the right turn bay has been certified as suitable and meets NZ Transport Agency standards.
2. Prior to undertaking any works onsite, the consent holder must provide written certification to council from NZ Transport Agency confirming acceptance of the proposed Construction Traffic Management Plan (CTMP).
3. Prior to the issuing of a certificate pursuant to Section 224(c) of the Resource Management Act 1991, the consent holder shall upgrade the intersection between State Highway 49 and Teitei Drive to a right hand turn bay intersection and to the satisfaction of the New Zealand Transport Agency Network Manager.
4. Prior to the issuing of a certificate pursuant to Section 224(c) of the Resource Management Act 1991, the consent holder shall provide to Council, correspondence from the New Zealand Transport Agency confirming that works in the state highway, including the right hand turn bay intersection at Teitei Road/State Highway 49 upgrade has been constructed to the New Zealand Transport Agency standards.

Determination

On the basis of the above assessment of the proposed activity, and the conditions volunteered by the applicant, the New Zealand Transport Agency provides written approval under section 95E of the Resource Management Act 1991.

Advice Notes

1. Before you undertake any physical work on the state highway, including the formation of any vehicle crossing, you are legally required to apply to the New Zealand Transport Agency for a Corridor Access Request and for that request to be approved.

2. Please submit your CAR to the New Zealand Transport Agency CAR Manager via www.submitica.com a minimum of fourteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.

Expiry of this approval

Unless resource consent has been obtained this approval will expire two years from the date of this approval letter. This approval will lapse at that date unless prior agreement has been obtained from Waka Kotahi.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact Jaclyn Phillott via email at Jaclyn.Phillott@nzta.govt.nz or you can contact the environmental planning team at the following email address – environmentalplanning@nzta.govt.nz.

Yours sincerely



Jaclyn Phillott

Planner

Poutiaki Taiao / Environmental Planning, System Design, on behalf of Waka Kotahi New Zealand Transport Agency.

Enclosed:

- Attachment 1: Stage 1 Scheme Plan Drawing number 220528-SC002- Rev D- Date 31/03/23
- Attachment 2: Master Plan
- Attachment 3: Right Hand Turn Bay Concept design- Urban CHR(S) Treatment on a Two-Lane Road dated 23 August 2023

Appendix 9 – Kainga Ora Costs to June 2023

<u>Supplier</u>	<u>PO Number</u>	<u>Total amount contracted for (excl. GST)</u>	<u>Spend to date (excl. GST)</u>	<u>Created Date</u>
BARKER & ASSOCIATES LIMITED	6164000	\$50,000.00	\$46,208.63	16-Jan-23
CHEAL CONSULTANTS LIMITED	6050142	\$130,163.00	\$121,212.88	04-Nov-22
CHEAL CONSULTANTS LIMITED	6050142	\$100,533.75	\$100,533.75	04-Nov-22
CHORUS NEW ZEALAND LIMITED	6513796	\$2,500.00	\$2,500.00	10-Jul-23
CMW GEOTECHNICAL NZ LIMITED	6738865	\$2,500.00	\$0.00	31-Oct-23
GEOSCIENCES LIMITED	5993181	\$5,529.79	\$5,351.16	06-Oct-22
ISTHMUS GROUP LIMITED	6163762	\$91,000.00	\$54,914.87	16-Jan-23
KAHU ENVIRONMENTAL LIMITED	6241764	\$19,200.00	\$19,130.86	28-Feb-23
KAHU ENVIRONMENTAL LIMITED	6339415	\$40,580.00	\$29,082.44	20-Apr-23
MANAWATU-WANGANUI REGIONAL COUNCIL - CONSENT APPLICATION DEPOSIT FEE	6606203	\$1,000.00	\$800.00	29-Aug-23
MORPHUM ENVIRONMENTAL LIMITED	6355970	\$17,535.00	\$17,355.00	01-May-23
PEERS BROWN MILLER LIMITED	6223874	\$1,940.00	\$1,900.00	17-Feb-23
RUAPEHU DISTRICT COUNCIL - COUNCIL CONSENTING FEES	6386085	\$10,000.00	\$9,500.00	15-May-23
THE LINES COMPANY LIMITED	6727526	\$6,000.00	\$0.00	24-Oct-23
TRAFFIC PLANNING CONSULTANTS LIMITED	6163855	\$31,300.00	\$21,775.00	16-Jan-23

Total \$430,264.59

Appendix 10 – RDC Costs to June 2023

2. Please provide any and all costs associated, with summary of reason from 2019 to now. This will include, geotechnical, lawyers, third party consultants such as La Pine, Ree Andersen, and any other internal or third party costs.

TeiTei Drive Costs to 30 June 2023				
		2021	2022	2023
Cheal	Geo Technical	8,924		
Le Pine & Co	Third Party Consultants			11,457
MEQ Property	Third Party Consultants	1,250		
Morrison Low	Third Party Consultants		518	53,560
Nottage Cottage	Geo Technical	3,660		
Ree Anderson	Third Party Consultants	1,250	3,081	17,689
Ruapehu DC	LIM Report and Staff Time	522		500
Veolia	Feasability Study	2,682		
Amounts per Annual Report		18,288	3,599	83,206
Additional estimated costs from various suppliers (including above suppliers) expensed but not recorded to project (as advised by supplier)	Third Party Consultants	81,700		
Ree Anderson costs for TeiTei Drive not recorded to project (as advised by supplier)	Third Party Consultants		3,044	2,648
Morrison Low costs for other projects incorrectly included above (as advised by supplier)	Third Party Consultants		-	15,400
Total Costs		99,988	6,643	70,454