

NZ Transport Agency Waka Kotahi Reference: 2024-1333

8 November 2024

Hamilton City Council  
C/- Urban and Spatial Planning Unit  
Freepost 172189  
Private Bag 3010  
HAMILTON 3240

Via email: [districtplan@hcc.govt.nz](mailto:districtplan@hcc.govt.nz)

To whom it may concern,

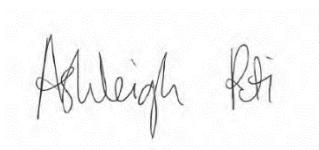
**Submission on Notification of a Notice of Requirement: Rotokauri Strategic Infrastructure Designation  
(Hamilton City Council)**

Attached is the NZ Transport Agency Waka Kotahi submission under Schedule 1 of the Resource Management Act 1991, on the Notice of Requirement for the Rotokauri Strategic Infrastructure Designation.

We welcome the opportunity to discuss the contents of our submission with Hamilton City Council officers if this would assist.

If you have any questions, please feel free to contact me.

Yours sincerely,



Ashleigh Peti  
Senior Planner – Poutiaki Taiao / Environmental Planning  
System Design, Transport Services

**SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991**

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**Submission on Notice of Requirement – Rotokauri Strategic Infrastructure – Hamilton City Council**

**To:** Hamilton City Council  
C/- Urban and Spatial Planning Unit  
Freepost 172189  
Private Bag 3010  
HAMILTON 3240

Via email: [districtplan@hcc.govt.nz](mailto:districtplan@hcc.govt.nz)

**From:** NZ Transport Agency Waka Kotahi  
Level 1, Deloitte Building  
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PO Box 973  
Waikato Mail Centre  
HAMILTON 3240

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**1. This is a submission on an application of the following:**

A Notice of Requirement (NoR) to designate land for '**Strategic Transport and Three Waters Infrastructure**' and operation of a multimodal transportation and infrastructure corridor (the Project). The proposed Project designation covers a combined length of 5.8km of transport corridors and includes the design of a new 5.2km corridor sought to support the future growth and development in Rotokauri.

**2. NZ Transport Agency Waka Kotahi (NZTA) could not gain an advantage in trade competition through this submission.**

**3. The Role of NZTA**

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Rounding Powers Act 1989. The primary objective of NZTA under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

An integrated approach to transport planning, funding and delivery is undertaken by NZTA. This includes investment in public transport, walking and cycling, local roads and the construction and operation of state highways.

**4. The Surrounding State Highway Environment and Context**

The NoR in context of the state highway environment contains its northernmost point located at the Te Kowhai Road/Burbush Road Roundabout (State Highway 39 (SH39) and extends eastward to Mangaharakeke Drive (State Highway 1C (SH1C)). The proposed NoR once confirmed, will overlap sections of Designations E99 and E117, which are both administered by NZTA as the Requiring Authority. It is the understanding of NZTA that the proposed designation once confirmed, will be a 'secondary'

Hamilton City Council (HCC) designation to the two as stated above, which should be considered the primary designations.

The Te Kowhai Road/Burbush Road Roundabout is located within an 80 kp/h posted speed limit and has an Annual Average Daily Traffic (AADT) volume of over 6,000. The Integrated Transport Assessment supporting this application provides traffic modelling projected for the year 2051 which forecasts an AADT of 10,863 at this intersection.

SH1C has a 100 km/h posted speed limit and a current AADT volume of almost 7,000 vehicles.

**5. The specific parts of the application that this submission relates to are:**

- The potential effects of the detailed design implications, specifically, in relation to:
  - The SH1C bridge abutments and piers and their protection from local road traffic which will travel beneath SH1C once roading connections have been established; and
  - Mitigation for the severance of the existing SH1C pedestrian cycleway. The severance will result from the local road connections to be constructed beneath SH1C, connecting the proposed designation minor arterial and collector roads located west of SH1C, to the local roads east of SH1C (Arthur Porter Drive, Te Kowhai East Road and Chalmers Road).
- Being involved in the construction phase of the Project as related to traffic management. NZTA should be considered as a key stakeholder in consideration of construction traffic management and seek amendments to Proposed Condition 8 (Construction Traffic Management Plan) of the NoR, to ensure that any potential effects are considered and that our interests as the road controlling authority are observed.

**6. The submission of NZTA is:**

- (i) NZTA supports the proposed NoR subject to the following condition and amendment of Proposed Condition 8 as below, to be included in the NoR application package.
- (ii) NZTA seeks that the following new condition be included in the suite of Proposed NoR conditions. The new condition shall read as follows:

*Prior to commencement of construction, the Requiring Authority will engage with the New Zealand Transport Agency during detailed design on the following matters as a precedence to the requirements of Section 177 of the RMA:*

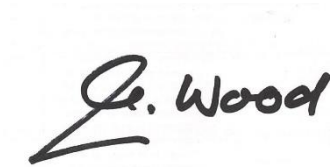
- a) *The State Highway 1C bridge abutments and piers and their protection from local road traffic.*
- b) *Mitigation for the severance/continuation of the State Highway 1C off-road cycleway.*

- (iii) NZTA seeks that Proposed Condition 8.3(b) as identified in Section 10 of the Notice of Requirement Final Report, dated 19 September 2024, be amended to specifically include NZTA in the Stakeholder and Engagement Plan for engagement during construction and to mitigate and manage construction traffic effects. NZTA propose the following amendments to the condition, as shown in red underlined text below:

Condition 8.3(b) - A Stakeholder and Engagement Plan which will identify affected stakeholders (including the New Zealand Transport Agency) and describes how stakeholders and the public will be communicated with and can register complaints during construction in relation to the following matters:

For clarity, no further amendments are sought to Condition 8 aside from what has been identified as above.

7. **Waka Kotahi seeks the following decision from the territorial authority:**
- (i) NZTA seeks that the conditions in points 6(ii) and 6(iii) as above, be included to form part of the Notice of Requirement - Rotokauri Strategic Infrastructure Conditions.
8. **Should the application go to a hearing, NZTA wishes to reserve the right to be heard in support of this submission.**



Mike Wood  
Principal Planner – Poutiaki Taiao / Environmental Planning - System Design, Transport Services  
Pursuant to an authority delegated by NZ Transport Agency Waka Kotahi

Date: 8 November 2024

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