

## 3.6 Rotokauri

- a. Development of the Rotokauri Structure Plan has been guided by the following vision:

“The sustainable expansion of the City into Rotokauri, through a coherent, integrated and people-focused mixed-use development based on best practice urban design principles.”

- b. In addition to a Structure Plan map indicating the eventual pattern of development within Rotokauri, there are maps indicating the nature and extent of the proposed transportation hierarchy, proposed reserve and open space network, staging plans and a Concept Plan illustrating the relationship between land uses within the suburban centre and future commercial/community focal point.
- c. The Rotokauri Structure Plan provides for urban growth with an eventual population of between 16,000 and 20,000 people. It also provides 280ha of industrial land, employment areas, and a neighbourhood centre in Stage 1 that will act as the principal community focal point based around a suburban shopping centre.
- d. Chapter 3.6A refines and supersedes the Rotokauri Structure Plan with respect to land within Rotokauri North.

### 3.6.1 Objectives and Policies

When consent is required for subdivision and/or development within the Rotokauri Structure Plan area, the proposal must be in accordance with the objectives and policies below and any general objectives and policies for Structure Plan areas (refer to Rule 3.3).

Objective	Policies
<b>3.6.1.1</b> Preservation of key natural features and topography that are characteristic of Rotokauri.	<del>3.6.1.1a</del> <del>Development shall maintain the natural ridgelines.</del>
	<b>3.6.1.1b .1a</b> The central green corridor shall function as the principal stormwater drainage channel and a recreational and transportation corridor connecting the wider network of open spaces and natural features.
<b>Explanation</b>	
<del>The ridgelines of Rotokauri contribute significantly to local character and identity. The relationship of the elevated areas to the flat land containing Lake Waiwhakereke is particularly strong.</del> <i>The flat land is currently crossed with numerous agricultural drains and the extent of these indicates a high water table throughout the lower-lying areas that will need careful and comprehensive management. The proposed central green corridor will be a main feature of future stormwater management.</i>	
Objective	Policies
<b>3.6.1.2</b> New urban development in	<b>3.6.1.2a</b> Land for development shall not be released until it

Rotokauri is appropriately serviced.	can be adequately serviced.
<b>Explanation</b>	
<i>Development of the Rotokauri area requires major new infrastructure services and arterial transport network. Provision has been made for this through Council's Long Term Plan and through the programmes of others, such as Waka Kotahi NZ Transport Agency. Controls on the release of land are necessary to ensure that development can be adequately serviced and will not have an adverse effect on network services for the remainder of the City.</i>	

## 3.6.2 Structure Plan Components

### 3.6.2.1 Suburban Centres Concept Plan

- a. Volume 2, Appendix 2, Figure 2-11 Rotokauri Neighbourhood Centre sets out the elements in proximity to the suburban centre area that are to be specifically considered during the development of the area, to ensure the provision of the interface areas and primary frontages, along with the relationship the area is to have with other key activities.

### 3.6.2.2 Residential

- a. Residential development is indicated in ~~four~~two distinct residential environments.
  - i. ~~Lake Waiwhakareke Landscape Character Area, which seeks to retain the existing landform and create a strong relationship between residences, the lake and to the Waiwhakareke Heritage Park.~~
  - ii. ~~The Ridgeline Character Area, which seeks to retain legibility of these locally important landforms in a suburban context.~~
  - iii. Medium Density and Interface Areas, for localities within walking distance of the suburban centre. Volume 2, Appendix 2, Figure 2-12 Rotokauri Interface Areas illustrates interface areas in which design controls are imposed to ensure that private development enhances the setting of the adjacent public spaces and provides for increased safety through passive surveillance. The specific standards bring development closer to the public spaces, establish strong visual connections and ensure a visual relationship between the public and private realm. The provisions to manage this interface area are set out in Chapter 4: Residential Zones.
  - iv. General Residential.

### 3.6.2.3 Suburban Centre

- a. The suburban centre is intended to provide for a wide range of activities but with an emphasis on retailing.
- b. The requirement for a Comprehensive Development Plan will ensure that development is fully integrated and will not create areas or features that might present a threat to public safety.

- c. Volume 2, Appendix 2, Figure 2-13 Rotokauri Suburban Centre Primary Frontages identifies primary frontages, within which design controls are imposed to ensure that private development enhances the setting for the adjacent public spaces while providing increased safety through passive surveillance. The provisions to manage these primary frontages are set out in Chapter 6: Business 1 to 7 Zones.
- d. In addition to the suburban centre area, a future neighbourhood centre node is shown in Stage 2 to serve the day-to-day needs of the future residential community within Stage 2.

#### 3.6.2.4 School Sites

The completion of Stage 1 will likely generate a need for a new primary school at a site in an accessible and convenient location. Secondary schooling serves a wider catchment area and a new school is likely to be needed to serve the future population. Accessibility to the catchment is a critical requirement and therefore a position at the hub of the roading network is ideal. To reduce reliance on car travel the location also needs to be well connected by opportunities for walking and cycling and public transport. The site should relate well to the growth of the southern Neighbourhood Centre. It is anticipated that the Ministry of Education will use the designation process to determine precise site boundaries and to fix the location of school buildings.

#### 3.6.2.5 Open Space Network

- a. The open space network develops and connects existing natural features. The Rotokauri open space network comprises:
  - i. Waiwhakareke Natural Heritage Park – this park will re-create a range of eco-systems characteristic of the Waikato before human intervention. It will be of city-wide significance and include habitat creation, research, and provide for public access to a natural environment.
  - ii. Sports parks – each will provide sports fields suitable for senior grade play, junior fields and training areas, and an area that serves a Neighbourhood Park function.
  - iii. Neighbourhood reserves – these provide a range of informal recreation facilities, including children’s play areas. As they will be required as part of the subdivision and establishment of residential neighbourhoods, they are not indicated specifically on the Structure Plan map. These will complement the range of facilities provided by the sports parks and provide a smaller scale focal point for the local neighbourhoods. They are intended to serve a catchment area with approximately a 500m radius. In order to provide appropriate levels of accessibility and an even distribution of recreational facilities, each neighbourhood should be provided with a park comprising approximately 0.5 hectare.
  - iv. Neighbourhood centre green – this will provide for a range of informal leisure and recreational activities and provide the commercial centre and high density residential areas around it with access to amenity open space.
- b. Connectivity between these recreational nodes will be provided by a network that will also serve as a stormwater drainage route. The central green corridor, based on the general alignment of the existing main drain, will be a major feature within the Rotokauri environment. The central north-south collector corridor also has a role in

providing connectivity between these nodes.

### 3.6.2.6 Passenger Transport Facility

- a. Stage 1 will be the most sufficiently served by the extension of bus services as the road network is progressively constructed. It is envisaged that longer term, development could support a connection to rail. A location on Tasman Road, adjacent to The Base has been identified as the preferred site to accommodate the progressive development of a bus-based passenger transport facility (PT Facility) and its longer term integration with rail
- b. There is also the potential for a second PT facility further north at the junction of Te Kowhai Road and Tasman Road, to integrate the passenger transport network with the surrounding land use activities.
- c. Figures 3.6.2a and 3.6.2b illustrate how the establishment of an integrated bus/rail facility could be achieved in the Tasman Road location adjacent to The Base. The illustrations provide for an eventual facility accommodating:
  - i. Space for three urban bus and two long distance coach platforms.
  - ii. Space for a covered waiting area, with conveniences and kiosk.
  - iii. Space for a rail platform.
  - iv. A bus turning circle (in advance of completion of the surrounding road network).
- d. Both of the illustrated locations would eventually require land outside of the current road and rail reserve. Consequently, it is anticipated that the additional land requirements may need to be safeguarded through the designation process. A decision of the timing of each facility and any progress associated with the designation of land will be made through the Long Term Plan process, taking account of projected growth within the area.

### 3.6.2.7 Transportation Network

- a. The transportation network is based on a hierarchy at the top of which are State Highways and the rail corridor providing for high volume inter-regional traffic and freight movements.
- b. Next in the hierarchy, the arterial transport corridor networks are designed to cater for high-volume traffic and provide the key connections with the wider City and regional network, including the Te Rapa section of the Waikato Expressway. Development of the arterial network is likely to be staged, reflecting the growth in traffic volumes as development occurs. While the necessary transport corridors will be secured in advance, the final design and construction of roads within them will be timed to coincide with demand.
- c. It is anticipated that Council will use the designation process to determine the precise alignment and design of new arterial corridors. Illustrations of the possible road cross-sections in the vicinity of the suburban centre are provided in Figures 3.6.2c-3.6.2g. The locations of where the various cross sections apply are shown on Figure 2-8 and Figure 2-11.

- d. Some collector transport corridors through the Residential zone will be designed to accommodate stormwater swales on the lower-lying areas. An illustration of the possible cross-section for this street is provided in Figure 3.6.2e.

#### 3.6.2.8 Industrial

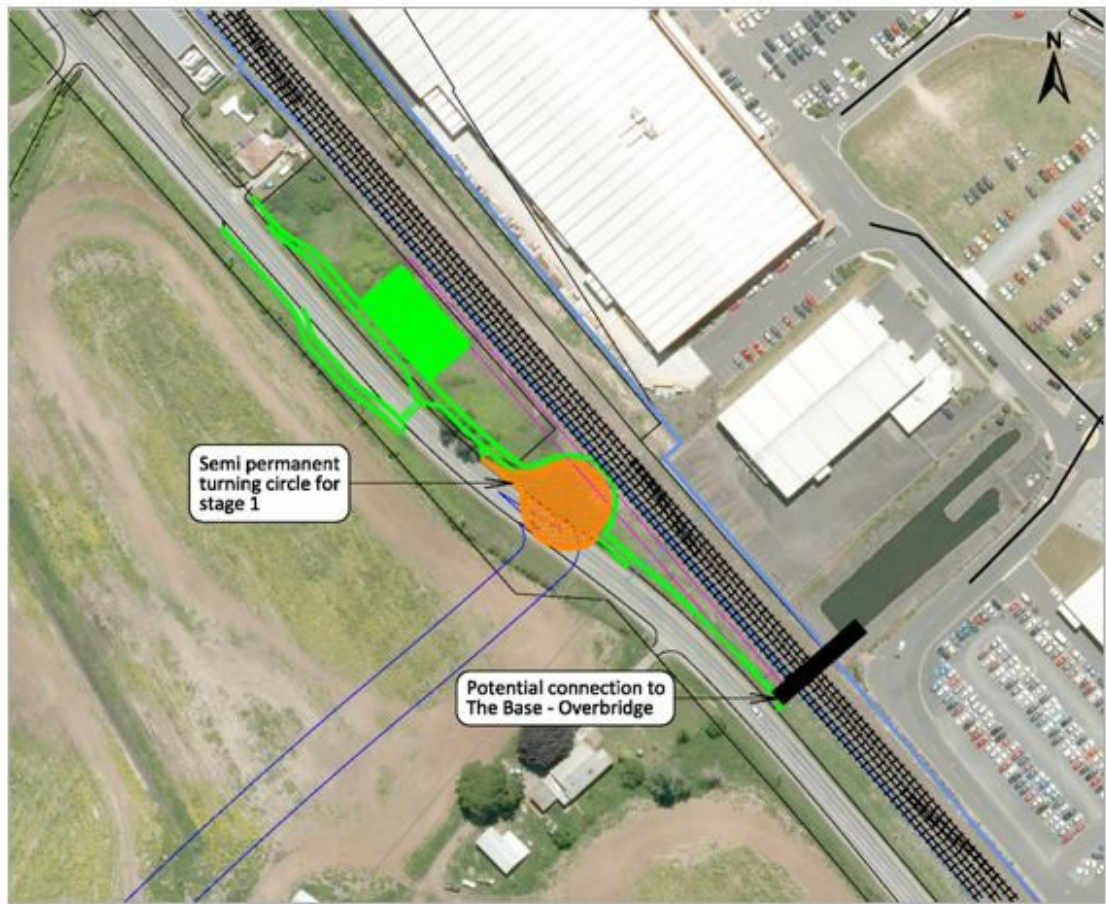
- a. The Structure Plan provides for two areas of industrial activity separated by the Te Rapa section of the Waikato Expressway. To the east of the Te Rapa section the area is separated from sensitive uses and relates to the existing industrial zone in the Te Rapa/Wairere/Mangaharakeke corridor.
- b. To the west, in the Employment Area, the physical environment includes the central green stormwater and recreational corridor linking Lake Waiwhakareke and Lake Rotokauri. Large parts of the area adjoin the residential zone and have a direct interface with it.

#### 3.6.2.9 Staging

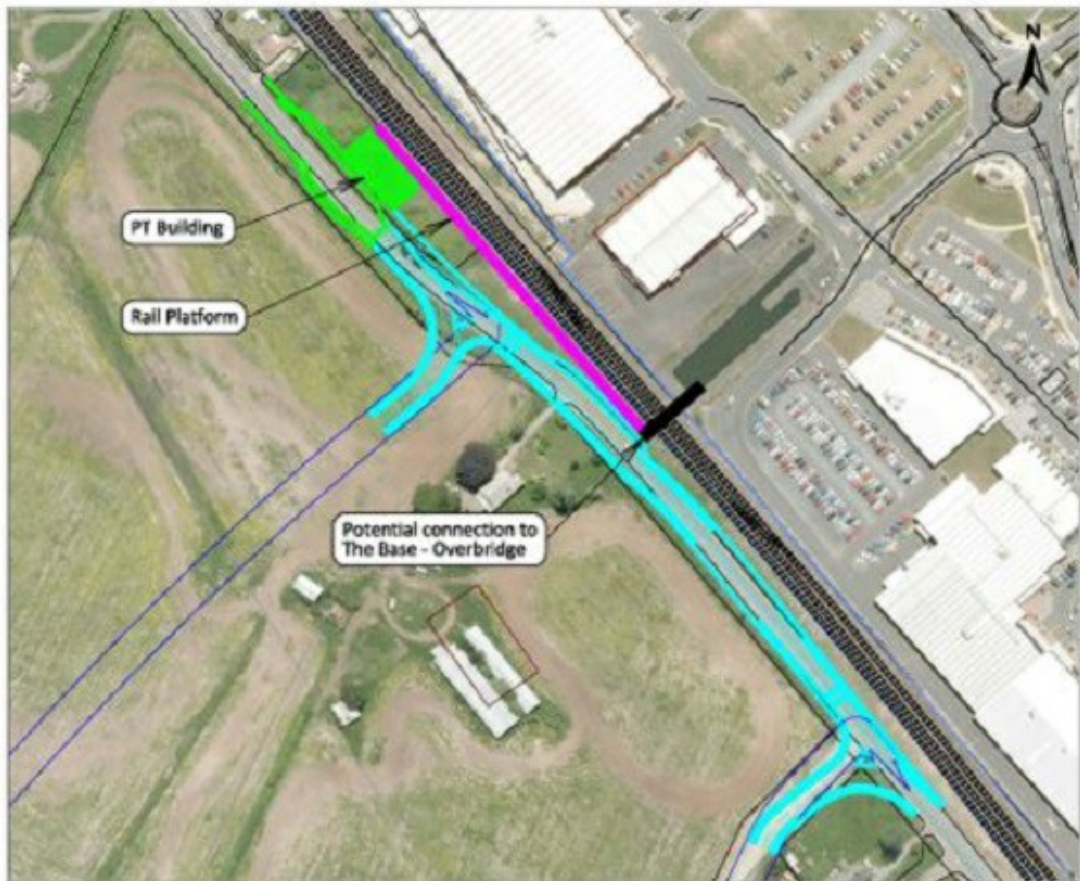
- a. Constraints on the availability of infrastructure and network capacity limit the extent to which land can be released for development. Until capacity and services are available, it is essential the development potential of the remaining Rotokauri area is not compromised by interim development.
- b. Council's Long Term Plan or Annual Plan sets out the programme for providing infrastructure to service growth. Where a developer wishes to pursue development ahead of Council's programmes a Development Agreement will need to be entered into with Council to ensure that the infrastructure is provided in a way which is efficient and sustainable from a city wide perspective. In these cases it is anticipated that developers will bear the full cost of infrastructure provision.

This approach will enable growth in areas that are not funded for infrastructure to be funded by developers under Development Agreements between all parties.

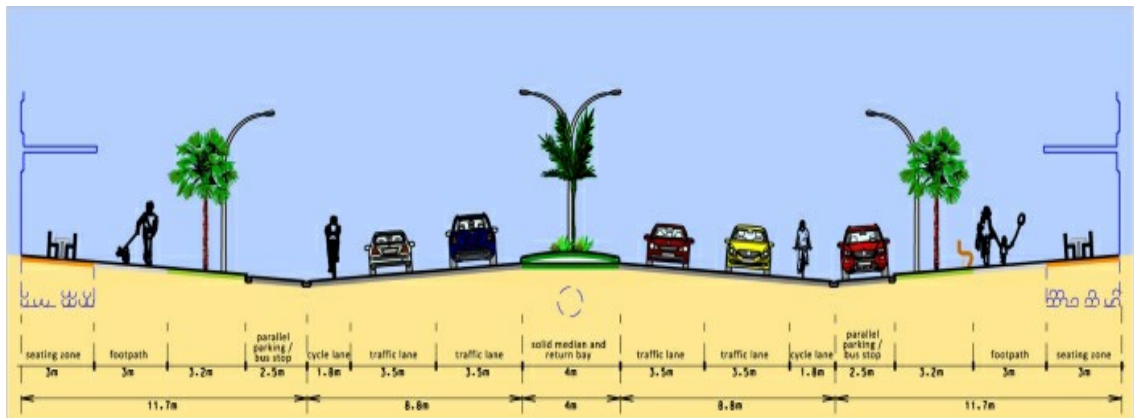
**Figure 3.6.2a:** The Base Site Layout Plan Stage 1



**Figure 3.6.2b:** The Base Site Layout Development Complex



**Figure 3.6.2c: Rotokauri Cross-sections – Major Arterial**



**Figure 3.6.2d: Rotokauri Cross-sections – Minor Arterial**

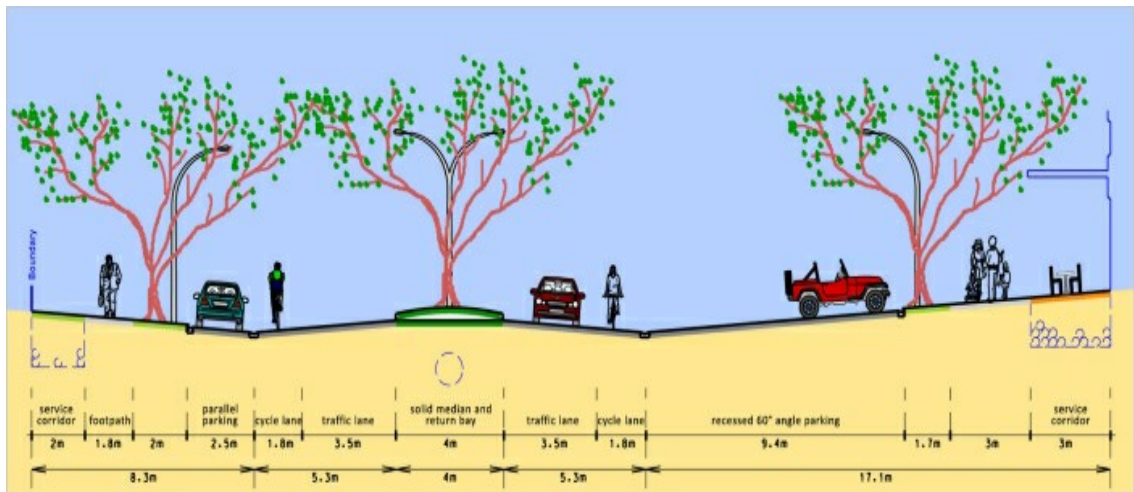


Figure 3.6.2e: Rotokauri Cross-sections - Collector

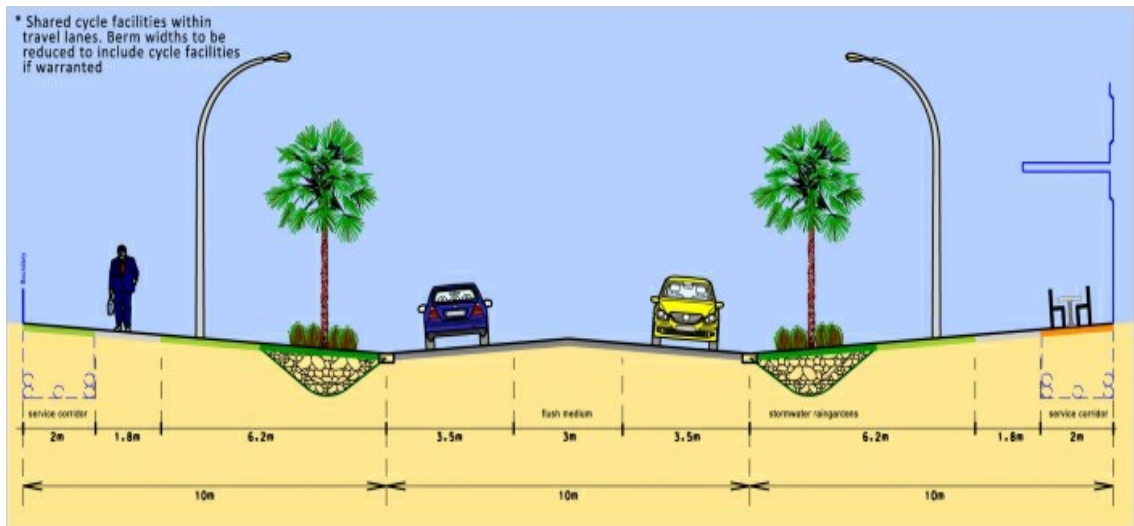
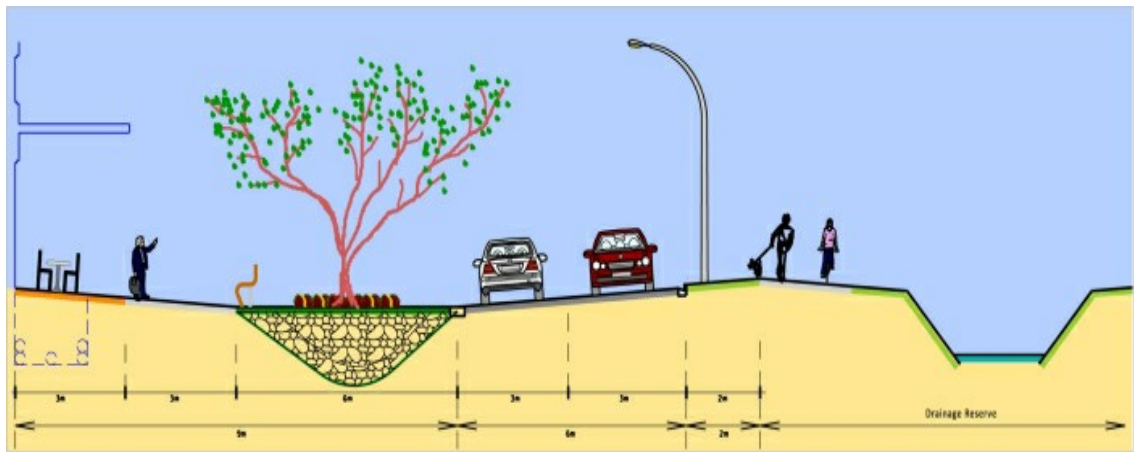
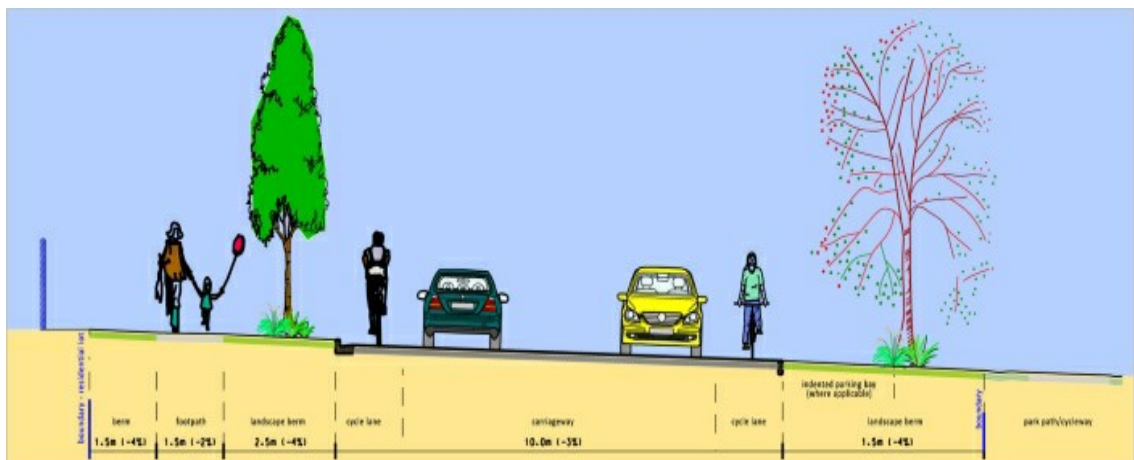


Figure 3.6.2f: Rotokauri Cross-sections - Local





**Figure 3.6.2g:** Rotokauri Cross-sections – Park Edge Street



### 3.6.3 Indicative Infrastructural Development Programme (Volume 2, Appendix 2, Figure 2-9)

#### 3.6.3.1 Water, Wastewater and Stormwater Services

a. Progressive development will be serviced by generally extending water supply, wastewater and stormwater services as indicated in the following sections. There is a strong relationship between the routes needed for the three water services and the alignment of proposed roads, as the programme aims to align works as closely as possible to deliver a coordinated and efficient infrastructure programme.

#### b. Water Supply

i. The Rotokauri area is characterised by elevated hill terrain with several high areas above ridge line (RL) 50 metres. These elevated areas require a higher pressure water supply than is typically required in Hamilton, so it is intended that a special high-pressure water supply zone will be created to provide an adequate level of service. A pressure boost pumping station will be built near the intersection on

Baverstock and Brymer Roads with the high-pressure zone pipeline extending northwards along Brymer, Rotokauri and Exelby Roads, and eastwards as necessary to supply the areas of hill terrain.

- ii. The flat low lying terrain will be supplied by extending existing watermains northwards and westwards from Rotokauri Road, the intersection of Te Wetini Drive/Arthur Porter Drive/Wairere Drive, Tasman Road, and the Te Kowhai Road Tasman Road intersection. Generally the new pipelines required will be installed in conjunction with roadway construction.

### **c. Wastewater**

- i. A new wastewater interceptor pipeline has already been laid from the Pukete Wastewater Treatment Plant westwards across the railway line and along the Te Rapa section of the Waikato Expressway. This pipeline is intended to be the main wastewater pipeline for the whole of the Rotokauri area. The pipeline will be extended westwards beyond the Te Rapa section to Te Wetini Drive, and then southwards. Ultimately this pipeline will also be used to supplement the western interceptor in its role of conveying wastewater from southern and western parts of the City. Lateral pipelines laid both westwards and eastwards to this interceptor pipeline will provide servicing to the proposed employment and residential areas. The laterals may require pumping stations to traverse the central green drainage corridor.

### **d. Stormwater**

- i. Rotokauri poses some special challenges in managing stormwater; there are no natural outfalls for stormwater in the area. Rotokauri has three main sub-catchments:
  - Mangaheka
  - Lake Rotokauri
  - Ohote

Figure 3.6.3a identifies the indicative location of the boundaries of the three sub-catchments within the broader Rotokauri Catchment. The final location of these sub-catchments' boundaries will be determined following the completion of the full Integrated Catchment Management Plan (ICMP) for the Rotokauri catchment, in accordance with the Council's Comprehensive Stormwater Discharge Consent.

The integrated catchment management plan for Rotokauri will be developed to include the strategic and integrated approach to stormwater management throughout the Rotokauri growth cell. The integrated catchment management plan will provide a management framework that ensures that individual stormwater discharge proposals will not adversely affect the ecological values of the receiving watercourses and lakes. The following principles will be used to guide the formulation of the integrated catchment management plan.

- Stormwater is managed in a manner that minimises the effects of urban development on downstream receiving waters.

- Stormwater is managed to ensure that water being disposed of into Lake Rotokauri does not further degrade that water body.
- Areas of significant indigenous vegetation, water features and habitats will be safeguarded and enhanced.
- A combination of low impact stormwater design solutions and conventional piped drains will be utilised in an integrated manner to suit the soil and topographical characteristics of particular areas.

#### ii. **Mangaheka Catchment**

This catchment comprises land to the east of the Te Rapa section. The Mangaheka catchment stormwater management will comprise the following key elements:

- Managed flows will be directed into the existing Mangaheka Stream drainage network;
- A series of open swales discharging into a stormwater detention wetlands with individual lot and piped trunk drainage directed into the swales.

#### iii. **Lake Rotokauri Catchment**

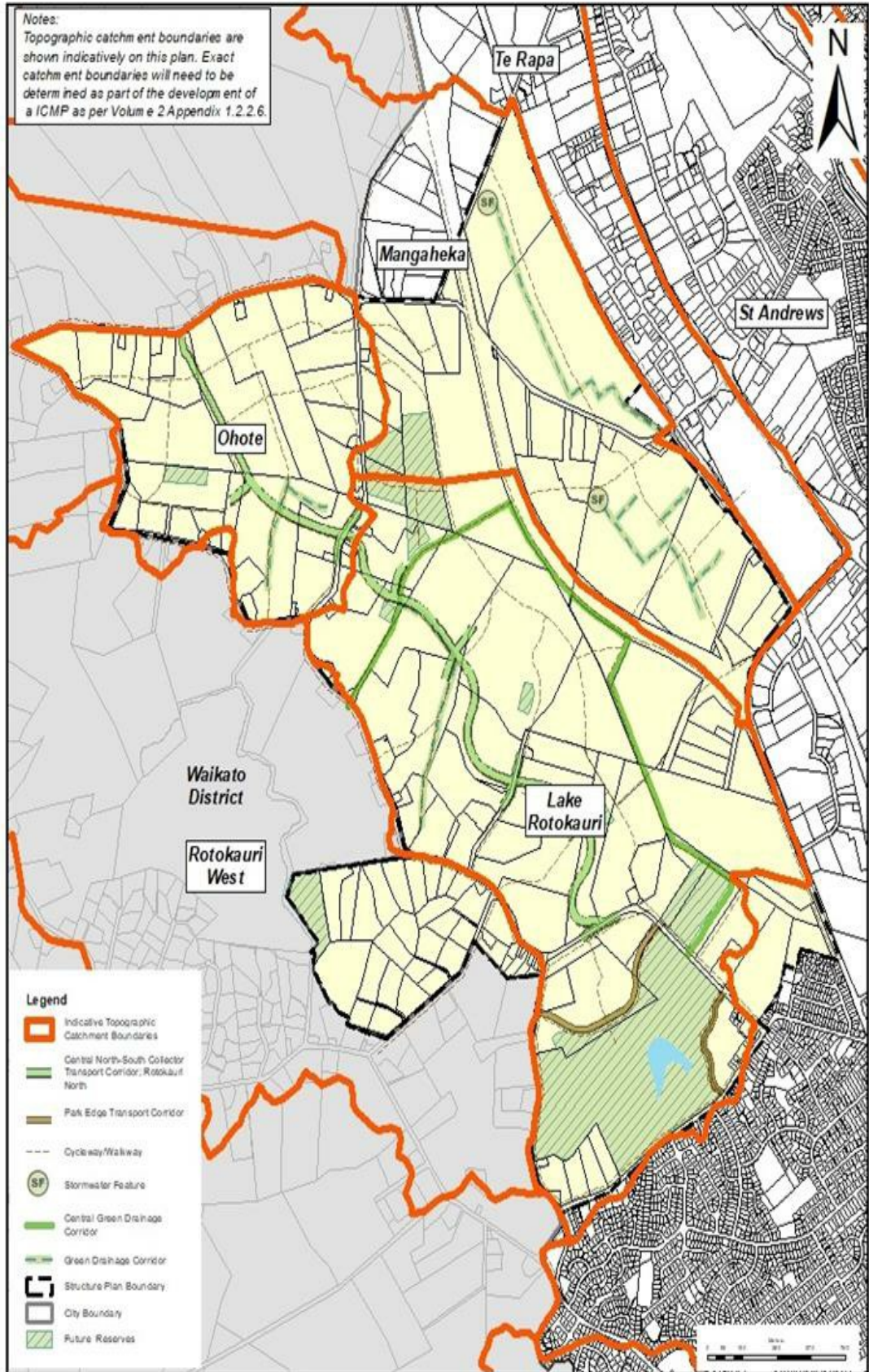
This catchment comprises the bulk of the Rotokauri Structure Plan area to the west of the Te Rapa section, extending north to the northern-most extent of the central green corridor. A key part of the stormwater drainage plan is to provide constructed floodways through the area. Overland-flow swales, wetlands and conventional piped drains will collect stormwater and discharge to the floodways. The floodways will be sized to store stormwater during storms with controlled release to receiving waters in Lake Rotokauri, and Te Kowhai and Te Rapa streams. The flat topography will be characterised by shallow drains and high groundwater levels. Conventional piped stormwater drains will be used on the hill terrain discharging to the collector swales on the flat land.

The existing open drain from Lake Waiwhakareke to Lake Rotokauri will serve as the main drain in the greater part of the developed Rotokauri catchment, although it will be subject to some adjustment to its alignment to achieve an improved relationship to eventual land use. This floodway is intended to be a component of an 'ecological corridor' between the two lakes effectively linking Waiwhakareke heritage reserve with Lake Rotokauri. The ecological corridor will also provide planted open space, walking and cycling pathways. The improved drainage channel and ecological corridor will be formed as development takes place along its length. The floodway needs to have continuity of shape and alignment from one property to the next.

#### iv. **Ohote Catchment**

The Ohote Catchment comprises an area at the northern extent of the structure plan area, to the west of the Te Rapa section and north of the central green corridor. This catchment will be treated similarly to the Lake Rotokauri catchment except its discharge location is to the existing culvert to the northern end of Exelby Road. The east-west green drainage corridor parallel to Te Kowhai Road will be sized to accommodate the full Ohote catchment.

Figure 3.6.3a: Rotokauri Catchment Boundaries



**Note:** The above map is the Decisions Version of map for Plan Change 7 - Rotokauri North Private Plan Change. The operative map can be viewed [here](#).

### 3.6.3.2 Rooding

- a. The Rotokauri Structure Plan area has a critical relationship to the City's arterial transport network. Te Rapa Road, Wairere Drive and Mangaharakeke Drive are heavily trafficked and growth is anticipated as the routes are the key corridors to the City's industrialised 'western corridor' and direct access to key regional facilities such as the Central City, the hospital, educational campuses and the inland freight village at Crawford Street.
- b. Traffic growth assessments support the development of Stage 1A based on specific transport corridors and connections being in place.
- c. The works necessary to support the development of State 1A consist of the following package
  - i. Collector Road connection between Ruffell Road and Te Kowhai Road. (Developer to provide.)
  - ii. Collector Road connection between Te Wetini Drive/Arthur Porter Drive/Wairere Drive intersection and Te Kowhai Road at a point 300m west of the North Island Main Trunk Railway (NIMTR). (Developer to provide.)
  - iii. Te Wetini/Akoranga intersection to Rotokauri Road arterial connection.
  - iv. Rotokauri Road urban upgrade between Baverstock Road and new Rotokauri residential arterial.
- d. The release of land beyond Stage 1A will be contingent upon the availability of network capacity which may arise as a result of traffic generation being less than anticipated in the traffic growth assessments, or from completion of new infrastructure. Proposals for the development of land in 'Area B' on Figure 15-7a-6a will require careful scrutiny to ensure that adequate network capacity exists to support the development, or will be provided as part of the development and they will not compromise the development of land in 'Area A' on Figure 15-7a-6a. Development will require:
  - i. Construction of the Rotokauri Minor Arterial Road northwards from the neighbourhood centre, to connect with the extension of the Te Kowhai Road arterial shown on Diagram 15-7b-6b.
  - ii. The following rooding upgrades will be required to service the specific residential growth cells adjacent to Baverstock Road, Brymer Road, Exelby Road, Rotokauri Road and Lee Road. The works are to be undertaken in generally the following sequence as identified on Figure 15-7b-6b:
    - A. Upgrade of western end of Baverstock Road including the intersection of Brymer Road and north to the Hamilton Zoo entrance.
    - B. Upgrade of Rotokauri Road between the new residential arterial transport corridor and Brymer Road.
    - C. Upgrade of Brymer Road from the Hamilton Zoo entrance, northwards to Lee

Road.

D. Upgrade of Lee Road.

- e. The development of land outside Areas 'A' and 'B' (Figure 15-7a-6a) will need to coincide with the northwards extension of Rotokauri Minor Arterial Road to connect with Te Kowhai Road at the City Boundary.

### 3.6.4 Provisions in Other Chapters

The provisions of the following chapters apply to activities within this chapter where relevant.

- Chapter 2: Strategic Framework
- Chapter 4: Residential Zone
- Chapter 15: Open Space Zones
- Chapter 20: Natural Environments
- Chapter 21: Waikato River Corridor and Gully Systems
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision
- Chapter 24: Financial Contributions
- Chapter 25: City-wide
- Volume 2, Appendix 1: District Plan Administration

## 3.6A Rotokauri North

The Rotokauri North Structure Plan Area (Rotokauri North) is approximately 140 hectares. It is bounded to the north by Te Kowhai Road and to the west by Exelby Road and is shown on Figure 2-8A in Volume 2 Appendix 2. Most of this area was declared a Special Housing Area in accordance with the Housing Accords and Special Housing Areas Act 2013.

### Vision

- a. Development of Rotokauri North is guided by the following vision:
- i. A medium density residential development, with a neighbourhood centre and connected to employment opportunities by road, pedestrian and cycle networks.
  - ii. Quality urban design outcomes, including through the establishment of an interconnected street network and avoidance, wherever possible, of rear lots and culs-de-sac.
  - iii. 10% of the housing yield is affordable housing.
  - iv. Integrated, accessible and high-quality public spaces.

### 3.6A.1 Structure Plan Components

#### 3.6A.1.1 Residential

- a. Residential development is planned across most of Rotokauri North. The Medium-

Density Residential Zone provides for a variety of site sizes and housing typologies to create a community with a mixed demographic and opportunities for more affordable living. The Structure Plan includes specific rules to contribute affordable housing for First Home Buyers.

- b. A Medium-Density Overlay is included on the Structure Plan for sites within 400m of the Business 6 Zone (being a convenient walkable distance). Within the Overlay taller buildings are enabled to support intensification of housing and a wider range of housing typologies.
- c. Duplex dwellings are encouraged across the residential area to achieve land efficiencies, affordable housing and a variety of housing typologies. The Structure Plan employs an acceptable solution code approach to ensure that these duplexes integrate with the planned form of development. A specific high-quality duplex typology is identified that is a permitted activity on eligible lots, while all other designs for duplexes require resource consent.
- d. The integration of subdivision and land use controls for Rotokauri North creates a neighbourhood character comprising public fronts and interface with the street. Subdivision provisions control lot and block shape dimensions to ensure high quality urban form outcomes, including urban blocks that establish an interconnected roading network and avoid where possible rear lots and culs-de-sac. This ensures that all lots have an appropriate frontage to a street, maximising opportunities to create high quality streetscapes and public places. The minimum lot and urban block dimensions also ensure that each lot can accommodate an appropriate dwelling that achieves a high quality interface with the street. Development controls for residential dwellings encourage building mass towards the street to provide opportunities for rear yards to accommodate private outdoor living courts.

#### 3.6A.1.2 Neighbourhood Centre

- a. A neighbourhood centre (Business 6 Zone) of approximately 1.14 hectares is shown within Rotokauri North.
- b. The neighbourhood centre is intended to serve the day-to-day needs of the Rotokauri North residents and people from the nearby industrial areas.

#### 3.6A.1.3 Open Space Network

The following are key components of the open space network as shown on the Structure Plan:

- a. Significant Natural Area SNA 11 Kereru Reserve.
- b. Neighbourhood Parks

Three neighbourhood parks are shown in indicative locations on the Structure Plan. They provide for a range of passive and informal recreation facilities and focal points for the neighbourhoods. To achieve adequate informal recreation provision and distribution, neighbourhood parks of at least 5,000m<sup>2</sup> in area shall be dispersed to ensure that the Rotokauri North area has a neighbourhood park within a 500 metre walking distance of all residential dwellings.

Where other parks and/or reserves are proposed which provide for passive and active recreation facilities (such as a larger Community Park) these will also achieve the requirement for parks being located within a 500 metre walking distance of residential dwellings.

c. Streams and Stormwater Corridors

Corridors are shown along identified permanent streams and major overland flow conveyance channels. The corridors will be used for stream enhancement and stormwater management purposes (conveyance, treatment and detention). As a secondary function, they may also provide opportunities for informal and passive recreation.

d. Community Park

One community park is shown on the Structure Plan as Future Reserve. It will be a large multifunctional park that provides informal recreation, socialising and event space for the wider community and serve a neighbourhood park function as well.

The final design, location and extent of the open space network will be determined at the detailed design stage which accompanies subdivision. The provision of a community park is a matter to be pursued through Council's powers and functions within the Local Government Act 2002 to acquire land for district-wide recreational purposes.

#### 3.6A.1.4 Transportation Network

a. The transportation network is based on a transport corridor hierarchy which includes (in order):

- i. Major Arterial (State Highway 39);
- ii. Minor Arterial;
- iii. Collector; and
- iv. Local.

b. Key features of this network identified on the Structure Plan are:

- i. The new Minor Arterial will connect to State Highway 39 at the existing Koura Drive / Te Kowhai Road intersection to the north and intersect with new east-west and north-south Minor Arterials at the south-eastern corner of Rotokauri North. Council will use the designation process to determine its alignment and design, and these may be refined during the detailed design stage.
- ii. A new roundabout intersection between State Highway 39 and the north-south Collector.
- iii. North of the Green Spine, Burbush Road will be realigned to connect with the new Minor Arterial to the east, and the existing alignment will be stopped. The remainder of Burbush Road within Rotokauri North will be retained and upgraded to a Collector.
- iv. The new east-west Collector will intersect with the Minor Arterial to the east and



Exelby Road to the west.

- v. A new Collector on a nominally north-south alignment, extending to the southern boundary of Rotokauri North.
  - vi. Exelby Road along the western boundary of Rotokauri North will be upgraded to a Collector.
  - vii. Only local roads and their intersections providing connections with land outside the Rotokauri North area have been identified on the Structure Plan. All other local roads (their alignment and intersections) will be defined at detailed design stage.
- c. The Minor Arterial and Collector routes will include cycling facilities (either off-road shared-use walking and cycling paths or on-road cycle lanes). All roads will have pedestrian facilities. On Collector routes, no vehicle crossings can be established over the cycle lanes or shared-use walking and cycling paths. This is to establish safe and convenient pedestrian and cycle networks and encourage their use. Alternative vehicle access using rear lanes, access lots or access from other roads is required. Details of the Minor Arterial will be determined by a designation process and a subsequent detailed design process.

### 3.6A.2 Objectives and Policies

When consent is required for subdivision and/or development within Rotokauri North, the proposal must be in accordance with the objectives and policies below and any general objectives and policies for Structure Plan areas (refer to Rule 3.3).

Objectives	Policies
<b>3.6A.2.1</b> Enable a neighbourhood centre in Rotokauri North.	<b>3.6A.2.1a</b> The neighbourhood centre services the day-to-day needs of Rotokauri North residents and employees of nearby industrial areas and enables local employment.
	<b>3.6A.2.1b</b> Support the neighbourhood centre by directing retail activities to it and discouraging them within the residential zone.
<b>3.6A.2.2</b> Encourage a legible roading layout that supports a range of travel modes, while: <ul style="list-style-type: none"> <li>a. Minimising effects on State Highway 39;</li> <li>b. Providing a strong definition of public spaces;</li> <li>c. Reinforcing a clear differentiation between the private and public realm; and</li> </ul>	<b>3.6A.2.2a</b> The transport network maximises vehicular, cycling and pedestrian amenity, connectivity and permeability wherever possible, consistent with the transport corridor hierarchy, and that the local network is designed to achieve a low speed environment.
	<b>3.6A.2.2b</b> Encourage transport corridors to form urban blocks and to front public open spaces.
	<b>3.6A.2.2c</b> Enable vehicle access from other transport corridors, access lots or rear lanes to avoid

d. Managing speeds on the Rotokauri North transport network (excluding State Highway 39)	crossings over cycle lanes or paths specifically designed as shared-use walking and cycling paths.
	<b>3.6A.2.2d</b> Avoid vehicle crossings onto State Highway 39.
	<b>3.6A.2.2e</b> Avoid transport connections with State Highway 39 that are not identified on the Rotokauri North Structure Plan.
	<b>3.6A.2.2f</b> Encourage vehicle crossings serving two adjacent dwellings to be combined, or otherwise co-located to maximise lengths of footpath unencumbered by a vehicle crossing.
	<b>3.6A.2.2g</b> Require provision for public transport infrastructure along collector and minor arterial corridors to encourage travel by public transport.
	<b>3.6A.2.2h</b> Enable local and collector transport corridors that prioritise level of service and safety for pedestrians and cyclists.
<b>3.6A.2.3</b> Subdivision and development are coordinated with the delivery of infrastructure.	<b>3.6A.2.2i</b> Rear lanes are provided with traffic calming to promote slow vehicle speeds and safety.
	<b>3.6A.2.3a</b> Require subdivision and development to be coordinated and the commensurate level of infrastructure design, funding and implementation to be undertaken.
	<b>3.6A.2.3b</b> Require subdivision and development to implement the Rotokauri North Sub-Catchment Integrated Catchment Management Plan.
<b>3.6A.2.4</b> To promote availability of affordable housing to First Home Buyers.	<b>3.6A.2.3c</b> Require transport corridors to be constructed and/or upgraded where a subdivision or development will result in the cumulative number of consented residential lots/dwellings within Rotokauri North exceeding the identified transportation corridor upgrade threshold for the relevant transport corridor.
	<b>3.6A.2.4a</b> For new developments containing 15 or more individual residential housing units or involving the creation of 15 or more fee simple titled sections, 10 percent of the new individual residential housing units should be affordable for First Home Buyers, with the purchase price to be set relative to the average QV house price in Hamilton at the time of

	sale to the First Home Buyer.
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**Explanation**

*The neighbourhood centre is intended to provide a limited range of everyday goods and services to Rotokauri North residents, and people who work in the nearby employment area, in a manner consistent with the hierarchy of business centres. The neighbourhood centre is located near the east-west collector roads and Burbush Road, to maximise catch-trade opportunities, and near the centre of the Residential Medium-Density Overlay area. This location will enhance the centre's commercial viability. Ensuring that any commercial activities are located within the neighbourhood centre will also support the centre's viability and protect the amenity of the residential area.*

*The transportation objectives and policies are intended to promote the safety and wellbeing of people using different travel modes on the transport network, in a manner consistent with the transport corridor hierarchy. They promote opportunities for public transport infrastructure, walking and cycling. They also promote high amenity streetscapes. They aim to achieve a clear distinction between public and private spaces and to avoid vehicle access and parking functions dominating lot frontages. They also intend for public open space and the major stormwater conveyance and storage devices to have road frontage. This will enable these features to contribute to the visual character and amenity of Rotokauri North and enable the pedestrian and cycling networks to connect with them.*

*To promote the safety and wellbeing of people and avoid potential significant adverse environmental effects, the necessary three waters and transportation infrastructure must be in place and operational to service development.*

*The objective and policy relating to housing affordability will secure, long-term, the provision of affordable housing in Rotokauri North.*

### 3.6A.3 Provisions in Other Chapters

The provisions of the following chapters apply to activities within this chapter where relevant.

- Chapter 2: Strategic Framework
- Chapter 4: Residential Zones
- Chapter 6: Business 1-7 zones
- Chapter 19: Historic Heritage
- Chapter 21: Waikato River Corridor and Gully Systems
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision
- Chapter 24: Financial Contributions
- Chapter 25: City-wide
- Volume 2, Appendix 1: District Plan Administration
- Volume 2, Appendix 15 Transportation

### 3.6A.4 Other Specific Provisions/Rules

#### 3.6A.4.1 Affordable Housing

1. New residential developments containing 15 or more individual residential housing

units/ fee simple titled sections must provide for affordable dwellings that will meet the following requirements:

- i. All resource consent applications requiring the provision of affordable individual residential housing units / fee simple titled sections must be accompanied by details of the location, number and percentage of affordable individual residential housing units / fee simple titled sections.
- ii. Where parent fee simple titled sections or superlots are proposed for future duplex or terrace dwellings to meet these requirements for affordable housing, the yield and future subdivision opportunity for individual fee simple titled sections needs to be identified and included in the total yield calculation.
- iii. At least 10% of the individual residential housing units in the resource consent application are to be built/ on provided on their own exclusive fee simple titled sections (and are not unit titles under the Unit Titles Act 2010).
- iv. The affordable house is sold on the open market to a First Home Buyer, being a person that has not previously held a fee simple title in a residential property, either solely or jointly with another person (including as a trustee of a trust). A person is not a first home buyer if that person is directly or indirectly controlled by, or an affiliate of, a person that would not be a first home buyer.
- v. Each affordable house is sold to a First Home Buyer at a price that is no more than 90% of the average Hamilton city residential house value, as shown in the most recently released June figure published by Quotable Value ([www.qv.co.nz](http://www.qv.co.nz)) at the date of the sale and purchase agreement (to transfer the property to the First Home Buyer).
- vi. For resource consents involving stages, a proportionate number of affordable individual residential housing units and/or fee simple titled sections must be provided at each respective stage on a pro rata basis and spread throughout the development.
- vii. If the calculation of the percentage of dwellings (and/or fee simple titled sections) that must be affordable dwellings (and/or fee simple titled sections) results in a fractional dwelling (or fee simple titled sections) of one-half or more, that fraction is counted as 1 dwelling (or vacant site), and any lesser fraction may be disregarded.
- viii. A consent notice must be placed on the computer freehold register for the respective affordable individual residential housing units and/or fee simple titled sections at the time of subdivision s224(c) requiring the above criteria be met for three years from the date of the transfer to the eligible First Home Buyer.
- ix. Any non-compliance with the above shall be assessed as a Discretionary Activity.

For the avoidance of doubt, subdivision applications creating blocks/lots which are capable of containing multiple dwellings should utilise the total expected number of dwellings to result in that stage as the total number of dwellings/lots to be created in that stage for the purposes of calculating the relevant proportional number of affordable dwellings, and allocate a specific number of affordable units to any superlot.

For the purpose of this rule, terrace dwellings mean three or more attached residential

dwellings not in vertical apartment configuration.

#### 3.6A.4.2 Staging and Infrastructure Provision

- a. Any development in Rotokauri North shall be undertaken in accordance with the following clauses c. to f.
- b. The infrastructure described in clauses c. to f. inclusive shall be provided prior to the time specified in each provision, or, if no such time is specified, prior to any section 224 certificate for subdivision under the Resource Management Act.
- c. Wastewater
  - i. The first stage of any development in Rotokauri North shall provide for the construction and commissioning of a second one or both pump stations (WWPS1 and/or WWPS2 depending on the agreed final design layout) and the associated permanent transfer main; and
  - ii. The first stage of any development in Rotokauri North shall also provide for the extension of the wastewater reticulated network with the strategic infrastructure being a gravity interceptor (on an alignment and with a pipe size to be agreed with Hamilton City Council in writing prior to lodging any such consent application), from Burbush Road connecting to the interim southern connection location on the Far Western Interceptor (FWI);
  - iii. A report prepared by a suitably experienced and qualified professional shall be submitted with any resource consent application for any development requiring wastewater infrastructure or connection to existing wastewater infrastructure. This report shall outline the quantum of development that can be satisfactorily serviced in terms of the above provided wastewater network and any interim elements proposed to be incorporated prior to diversion to the permanent northern connection.
  - iv. The report shall identify the strategic infrastructure required to service the early development areas inclusive of capacity allowances to service other parts of the Rotokauri North sub-catchment area (being the Rotokauri North Structure Plan area) and any additional or wider area identified and agreed by HCC and/or the applicant as being desirable and practical to service as part of the northern network.
  - v. The assessment shall yield an efficient network design by, but not limited to, minimising the need for pump stations as far as practical and maximising the use of gravity sewers.
  - vi. All permanent wastewater infrastructure required to service the development shall be constructed to the final size required to service future upstream areas identified in the report with the exception of elements related to interim discharge to the southern connection location and any pump station size staging agreed with Hamilton City Council.
  - vii. Downstream infrastructure required to convey development discharges to the permanent northern FWI connection shall also be constructed to the final size. Interim infrastructure at a reduced scale will not be accepted unless specifically approved by HCC.
  - viii. The southern wastewater connection may be used as a temporary connection for the Rotokauri North sub-catchment. The northern connection shall be the permanent connection location for the Rotokauri North sub-catchment. The timing and/or triggers related to the transfer of the temporary connection to the north will need to be agreed with Hamilton City Council.
- ix. Any resource consents for development that would result in the cumulative development, within the

wider Rotokauri North sub-catchment exceeding the threshold identified in the above report(s) shall require provision of the following infrastructure, as shown in Appendix 2 Figure 2-9A, before the threshold is exceeded:

- A. Decommissioning and removal of the interim transfer main and its connection with the FWI.
- B. Construction and commissioning of the balance of permanent infrastructure required to convey wastewater to the permanent northern connection point on the FWI (as identified in Appendix 2 Figure 2-9A).

#### d. Water

- i. Resource consents for development requiring water supply infrastructure or connection to existing infrastructure shall require provision of the following:
  - a. Extension of the bulk main pipeline (size to be determined, but not less than 450mm) from Arthur Porter Drive to the Rotokauri Minor Arterial (east of Burbush Road) resilience water main(s) (size to be determined, but not less than 250mm) conceptually as shown in Appendix 2 Figure 2-9A, and from there a looped distribution network servicing Rotokauri North.
  - b. All water infrastructure identified in a. above shall be constructed to final sizes, alignments, layouts and specifications to be agreed with Hamilton City Council in writing prior to lodging any such consent application.

#### e. Stormwater

- i. Prior to any development requiring stormwater infrastructure (or connection to existing infrastructure) occurring, a sub-catchment ICMP for Rotokauri North prepared by a suitably experienced and qualified person shall be submitted with any resource consent application for such development.
- ii. Any resource consents for development requiring stormwater infrastructure or connection to existing stormwater infrastructure shall require construction and commissioning of the stormwater infrastructure as required by the sub-catchment ICMP prepared pursuant to Rule 3.6A.4.2e.i. above commensurate with that required to service that stage of development, including any amendment to the sub-catchment ICMP to be agreed with Hamilton City Council in writing prior to lodging any such consent application.

#### f. Transport

- i. For the purpose of rules 3.6A.4.2 f. ii and iii below (including Tables 1 and 2) "the first new dwelling / lot" means after the date on which PC7 becomes operative, being [insert date]
- ii. The first new dwelling/lot shall provide a collector transport corridor to SH39 and a new roundabout at that intersection with SH39.
- iii. Any subdivision or development that results in the cumulative number of dwellings/lots (for the purposes of this rule meaning an approved resource consent for subdivision or development) exceeding a development trigger identified in either Table 1 or Table 2 below shall provide the identified transport corridor construction or improvement.

### Table 1: Transport Triggers and upgrades within Rotokauri North

Transport corridor construction or improvement (refer to map in Appendix 15-10-8)	Construction or improvement	Development trigger
1. Burbush Road - between the southern boundary of the development site and that part of Burbush Road (shown on Figure 2-8A) to be realigned.	Upgrade to an urban collector transport corridor standard.	The first new dwelling/lot with access onto Burbush Road (including via any new transport corridor which connects to Burbush Road).
2. Burbush Road – between that part of Burbush Road (shown on Figure 2-8A) to be realigned and SH39 Intersection.	With the minor arterial in place (from SH39 to the southern end of Rotokauri North Area) construction to a collector transport corridor standard.	The first new dwelling/lot with access onto Burbush Road (including via any new roading connection which connects to Burbush Road).
3. Burbush Road (section to be realigned) connecting to SH39 intersection.	Without the minor arterial in place seal widening to 7.7m and provision of a dedicated walking / cycling facility to connect to the infrastructure required by items 5 and 6.	The first new dwelling/lot with access onto Burbush Road (including via any new roading connection which connects to Burbush Road).
4. Exelby Road - between State Highway 39 and the southern boundary of the Rotokauri North Structure Plan.	Upgrade to an urban collector transport corridor standard with eastern road berm to an urban road standard. Note: The western side within Waikato District becomes a rural collector.	The first new dwelling/lot with access onto Exelby Road (including via any new transport corridor connection which connects to Exelby Road).
5. Pedestrian/Cycle Connection to connect to the SH39 Burbush Road Roundabout.	Provision of a 3m shared path (or dedicated cycle facility, or a combination of both) to connect to SH39 / Burbush Road roundabout. This facility may include a combination of permanent and interim solutions.	The first new dwelling/lot.
6. Pedestrian/Cycle Connection to connect to the SH39 Burbush Road Roundabout.	Provision of a 3m shared path (or dedicated cycle facility, or a combination of both) to connect to SH39 / Burbush Road roundabout. This facility may include a combination of permanent and interim solutions.	Any subdivision/development for additional dwellings/lots subsequent to item 5 above in this table.
7. Pedestrian/Cycle Connection from the SH39 Burbush Road Roundabout to the Mangaharakeke Drive (SH1) shared pathway.	Provision of a 3m shared path (or dedicated cycle facility, or a combination of both) along Te Kowhai Road (east of the Roundabout).	The first new dwelling/lot.

<b>Transport corridor construction or improvement (refer to map in Appendix 15-10-8)</b>	<b>Construction or improvement</b>	<b>Development trigger</b>
1. Exelby Road – South of Burbush Road	Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders)	500 dwellings/lots or the first new dwelling/lot with access onto Burbush Road (including via any new transport corridor which connects to Burbush Road).
2. Burbush Road between Rotokauri North and Exelby Road	Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders)	500 dwellings/lots or the first new dwelling/lot with access onto Burbush Road (including via any new transport corridor which connects to Burbush Road).
3. Exelby Road/Burbush Road Intersection	Upgrade to single priority intersection with right turn bay	500 dwellings/lots or the first new dwelling/lot with access onto Burbush Road (including via any new transport corridor which connects to Burbush Road).

#### 3.6A.4.3 State Highway 39 Landscape Buffer

- a. A landscape buffer at least 3m wide comprising ecologically-sourced indigenous planting shall be established and maintained between SH39 and Rotokauri North to provide visual amenity and screening.
- b. The landscape buffer shall be privately owned, and its owners shall be responsible for its on-going maintenance.
- c. If a 3.5m shared path is constructed alongside the 3m wide landscape buffer within a combined corridor at least 8.5m wide, 3.6A.4.3b shall not apply and the combined corridor shall vest in Council following completion of path construction and planting.

#### 3.6A.4.4 Consistency with Rotokauri North Structure Plan

- a. Subdivision and development within Rotokauri North shall:
  - i. Generally be consistent with the Rotokauri North Structure Plan (Figure 2-8A), the Rotokauri North Strategic Infrastructure – Water and Wastewater Plan (Figure 2-9A) and the Rotokauri North Strategic Infrastructure Plan – Transport Network and Reserves Plan (Figure 2-9B).

#### 3.6A.4.5 Staging and Infrastructure Provision Activity Status and Assessment Matters

- a. Any application for resource consent not in accordance with Rule 3.6A.4.2 is a non-complying activity.
- b. The Council's discretion shall include, but not be limited to, the following assessment



criteria:

- i. Whether the works have been otherwise authorised, including by way of a resource consent.
  - ii. The extent to which alternative provision for water, wastewater or stormwater has been incorporated into development proposals that do not comply with Rule 3.6A.4.2, but is supported by technical reports that demonstrate additional infrastructure provision is not required.
  - iii. The extent to which stormwater management proposals are consistent with the Rotokauri North sub-catchment ICMP and more broadly the Rotokauri Integrated Catchment Management Plan and/or the Mangaheka Integrated Catchment Management Plan (whichever is the relevant document for the Catchment).
  - iv. That interim or permanent stormwater management infrastructure does not result in adverse effects on the efficiency or operation of the wider Rotokauri North stormwater network.
  - v. The extent to which additional traffic arising from development that does not comply with Rule 3.6A.4.2 will adversely impact on the efficiency and safety of State Highway 39, Exelby Road and Burbush Road, including the following intersections:
    - a. State Highway 39/Exelby Road;
    - b. State Highway 39/ Collector;
    - c. State Highway 39/ Te Kowhai Road/ Burbush Road/ Koura Drive;
    - d. Exelby Road/ Burbush Road; and
    - e. Exelby Road/ Rotokauri Road
  - vi. Mitigation works to ensure that development does not result in adverse effects on the efficiency, safety and functioning of the existing and planned transport network.
  - vii. Certainty of timing over the construction of the Rotokauri minor arterial corridor and the extent to which this enables a departure from the provisions of Rule 3.6A.4.2.
  - viii. The timing of any other planned transport network upgrades that would contribute to offsetting the transport effects of the activity.
- c. Any non-complying application for resource consent not in accordance with Rule 3.6A.4.2 shall be considered in accordance with the normal tests for notification under the RMA.

#### 3.6A.4.6 Explanation to Rules

*Rotokauri North was initiated under the Special Housing Policy. The development of the area is out of sequence with Council's urban growth strategy and is not funded in the Council's 2021-2031 Long Term Plan. Rotokauri North requires off site infrastructure works associated with wastewater disposal, transport, water supply and onsite-works to provide for stormwater. A private development agreement exists between Council and developers that enables the development of this area ahead of programme subject to provision of adequate infrastructure. These rules ensure that adequate infrastructure is in place (or will be in place prior to the issue of 224(c) for any development) to service*

*development at Rotokauri North as it occurs.*