

This chapter is subject to the following plan changes:

Proposed new text in Notified Plan Change 12 - underlined with green highlighting.

Proposed deleted text in Notified Plan Change 12 - ~~strikethrough with red highlighting~~.

Recommended amendments to Notified Plan Change 12:

- New text - underlined.
- Deleted Operative Plan text – ~~strikethrough~~.
- Deleted Notified Plan Change 12 text – ~~strikethrough~~.

☐ Submission Points relating to recommended amendments.

Appendix 2: Structure Plans

Road Stopping

Plans in this appendix may show existing roads subject to road stopping (e.g., Figure 2-15A). Road stopping is a process that can be undertaken under the Local Government Act 1974 or the Public Works Act 1981. It is separate from Resource Management Act processes but may run concurrently with them. Following road stopping, the land will cease to be road as defined by the Local Government Act.

Any areas shown in this appendix as subject to road stopping are indicative only and not surveyed. The final extent of any stopping will be determined by the formal road stopping process.

The road stopping identified in these Structure Plans does not necessarily show all potential future road stopping within Hamilton. It is expected that, from time-to-time, road stopping will occur without amendments being made to this appendix.

Structure Plans Locality Guide

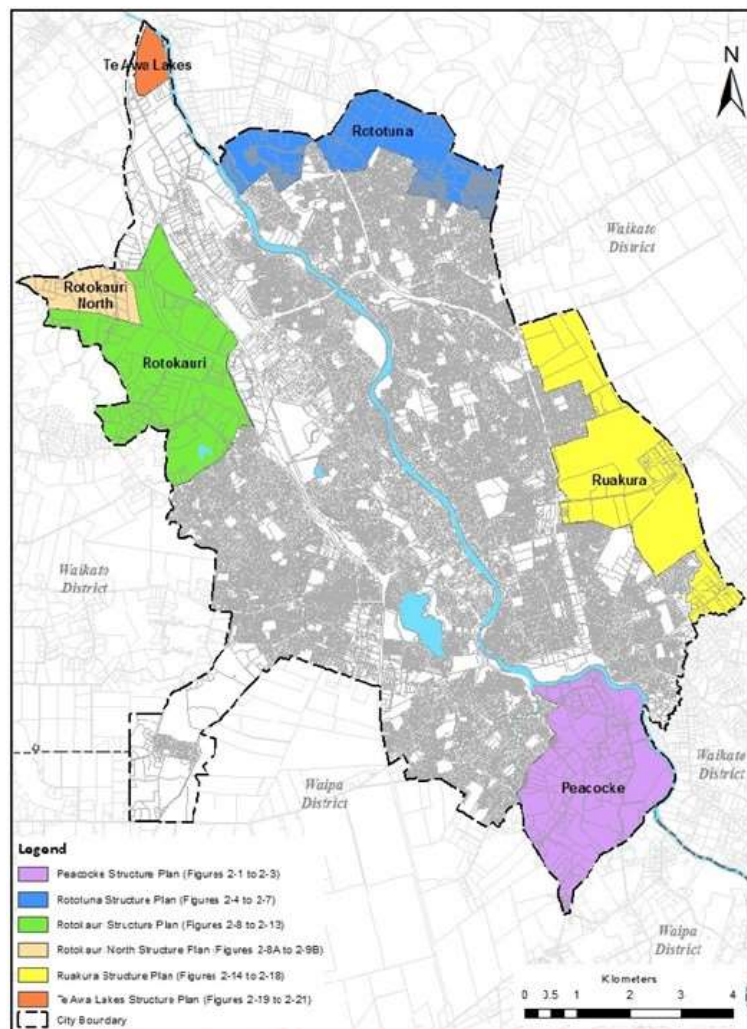


Figure 2-1: Peacocke Structure Plan – Land Use

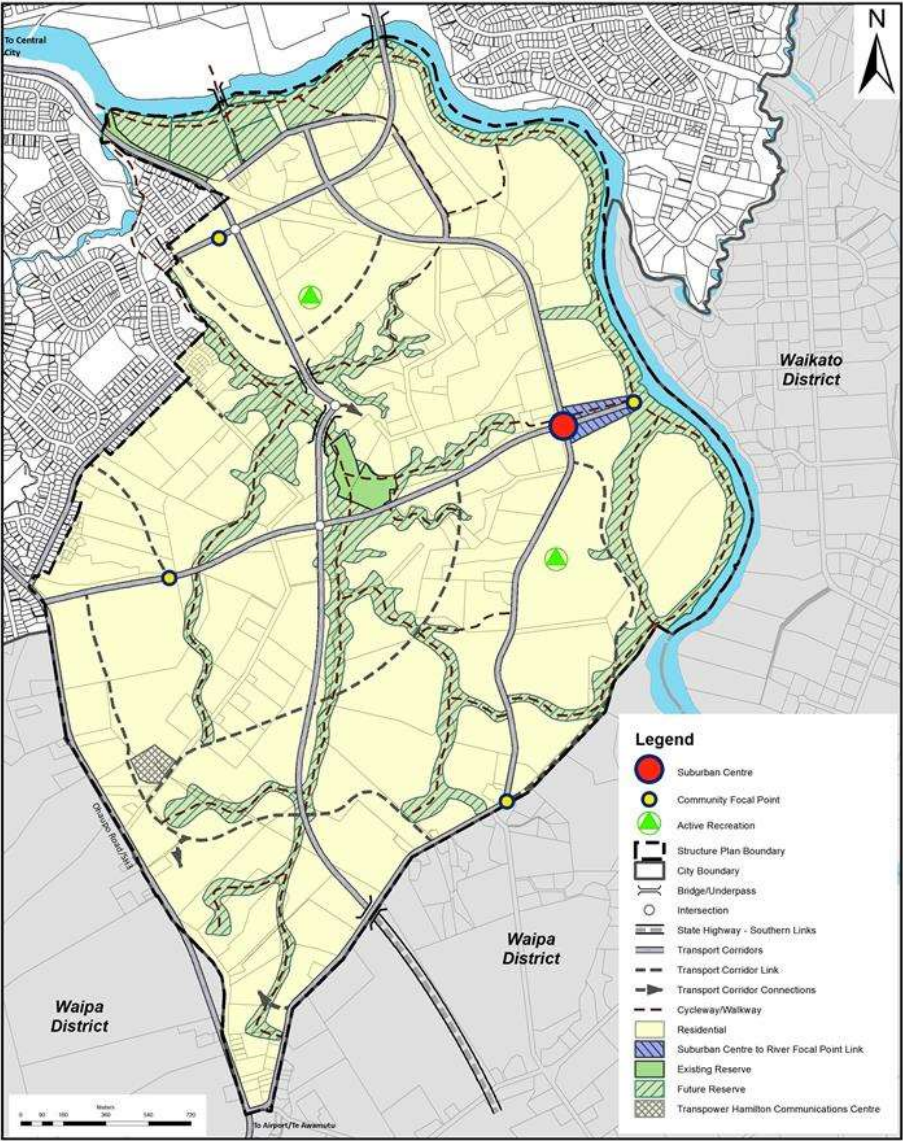


Figure 2-2: Peacocke Structure Plan – Staging and Transport Network

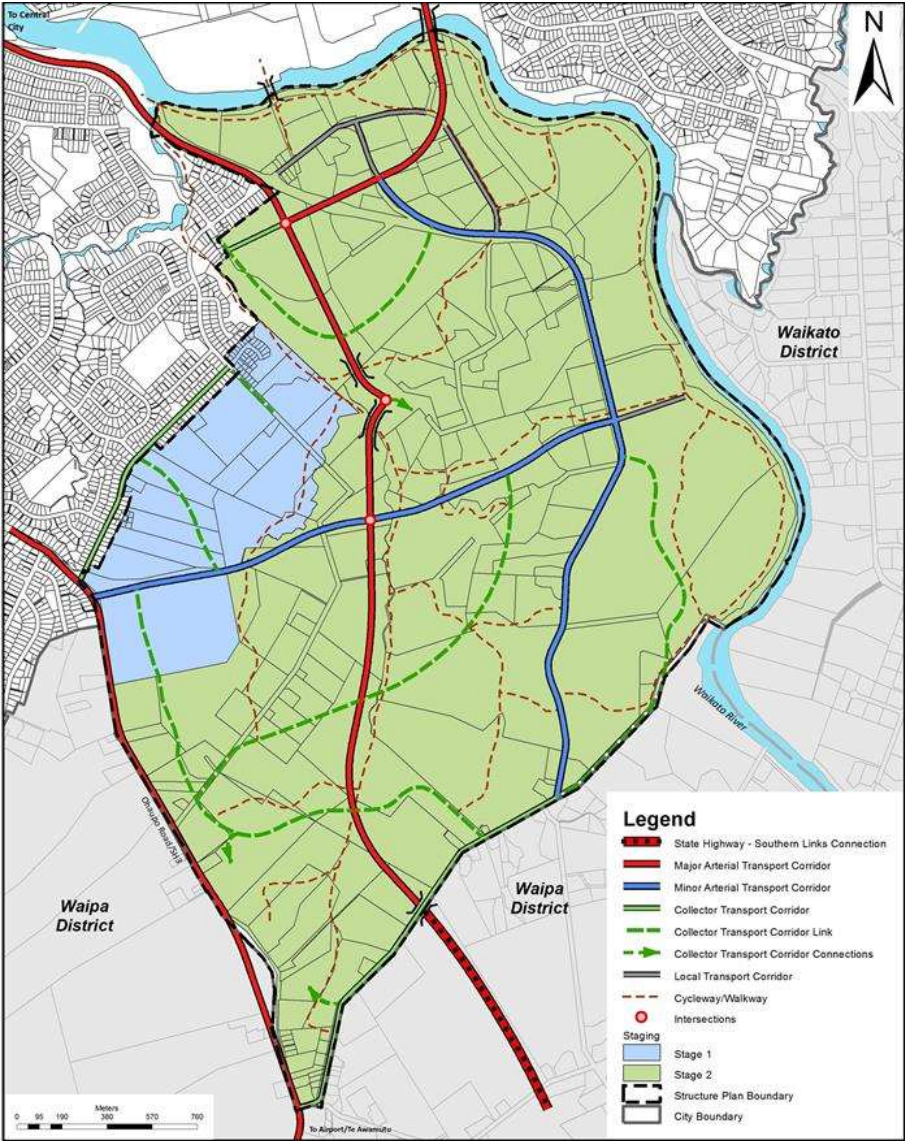


Figure 2-3: Peacocke Structure Plan – Character Areas and Neighbourhoods

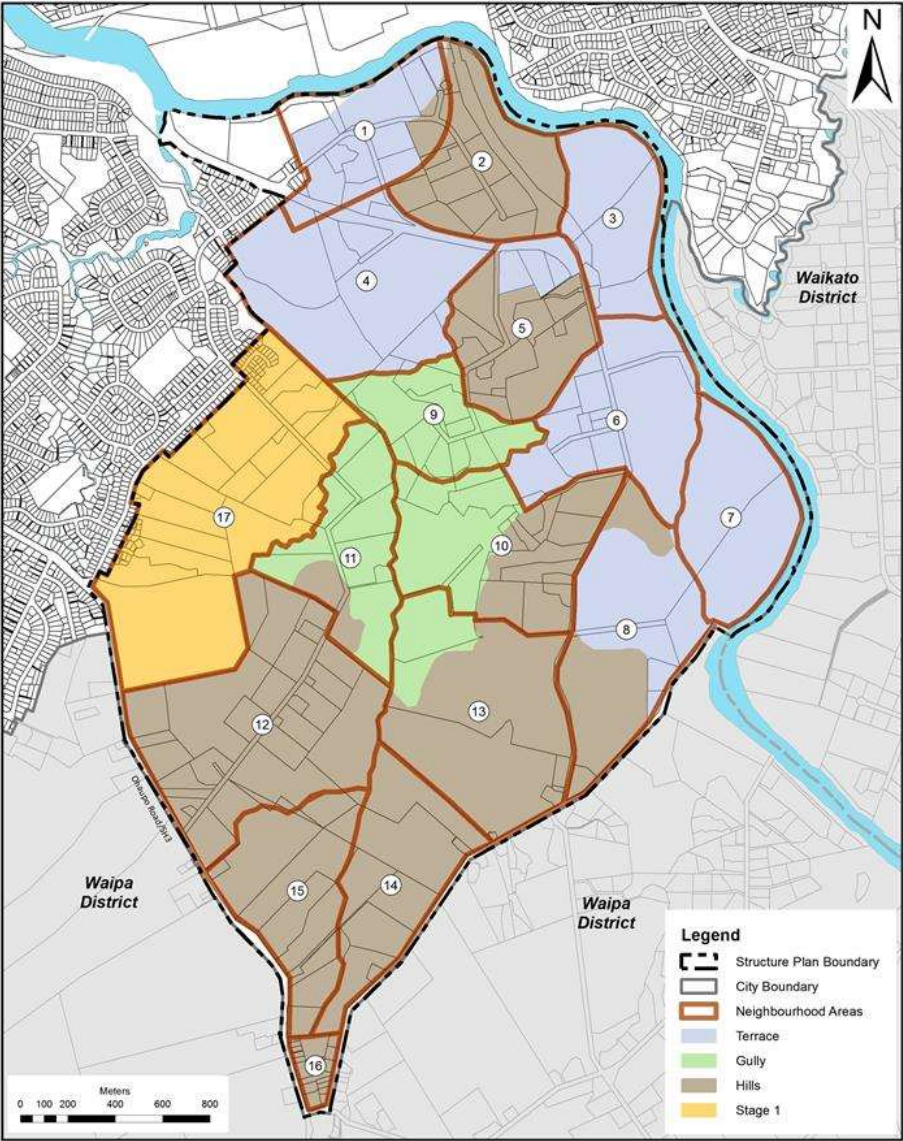


Figure 2-4: Rototuna Structure Plan – Land Use

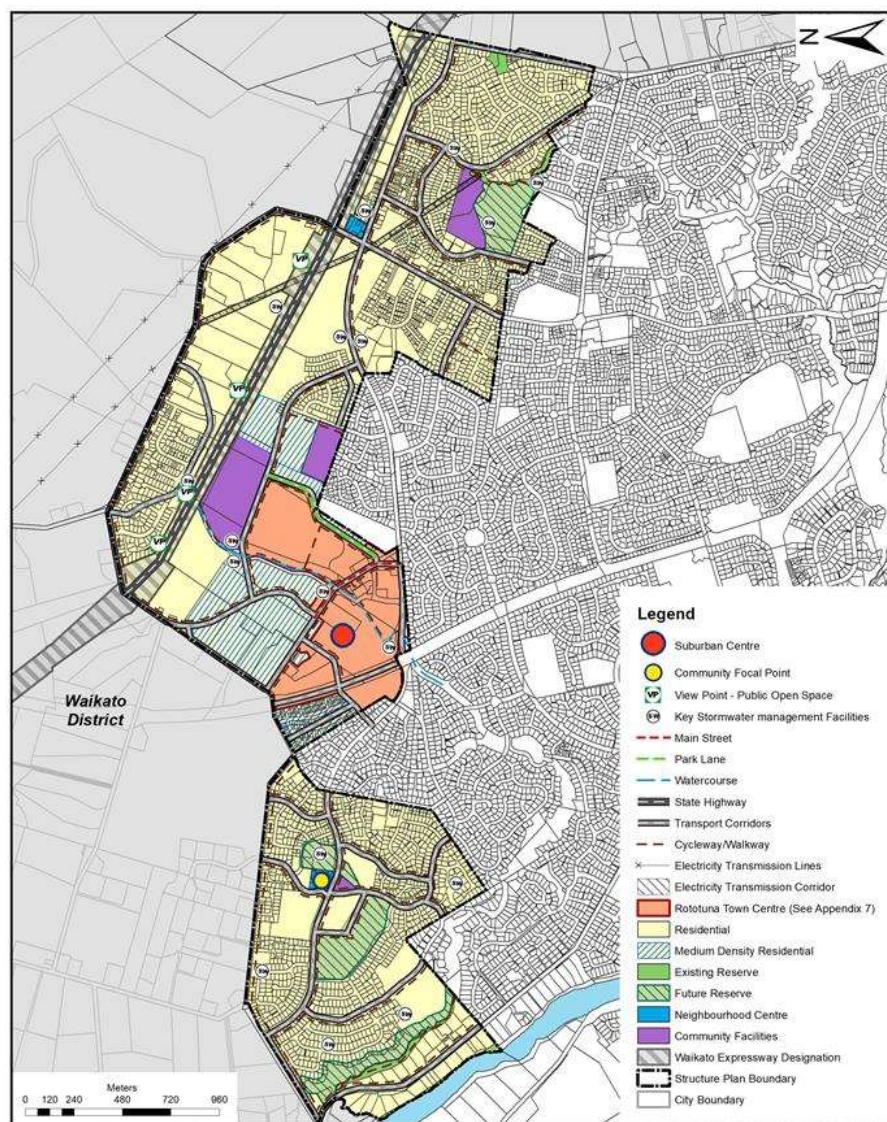


Figure 2-5: Rototuna Structure Plan – Transport Network

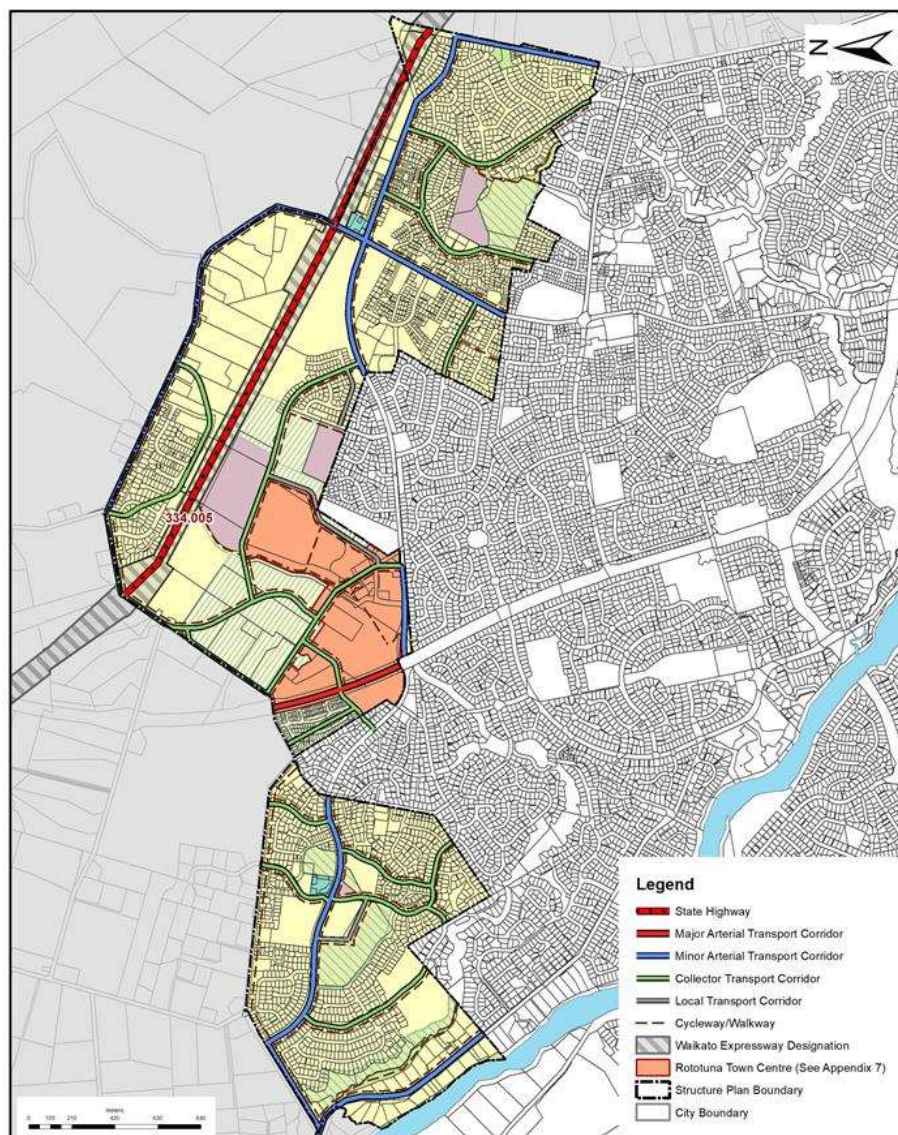


Figure 2-6: Rototuna Cycling and Walking Network

Commented [HCC1]: Consequential amendment

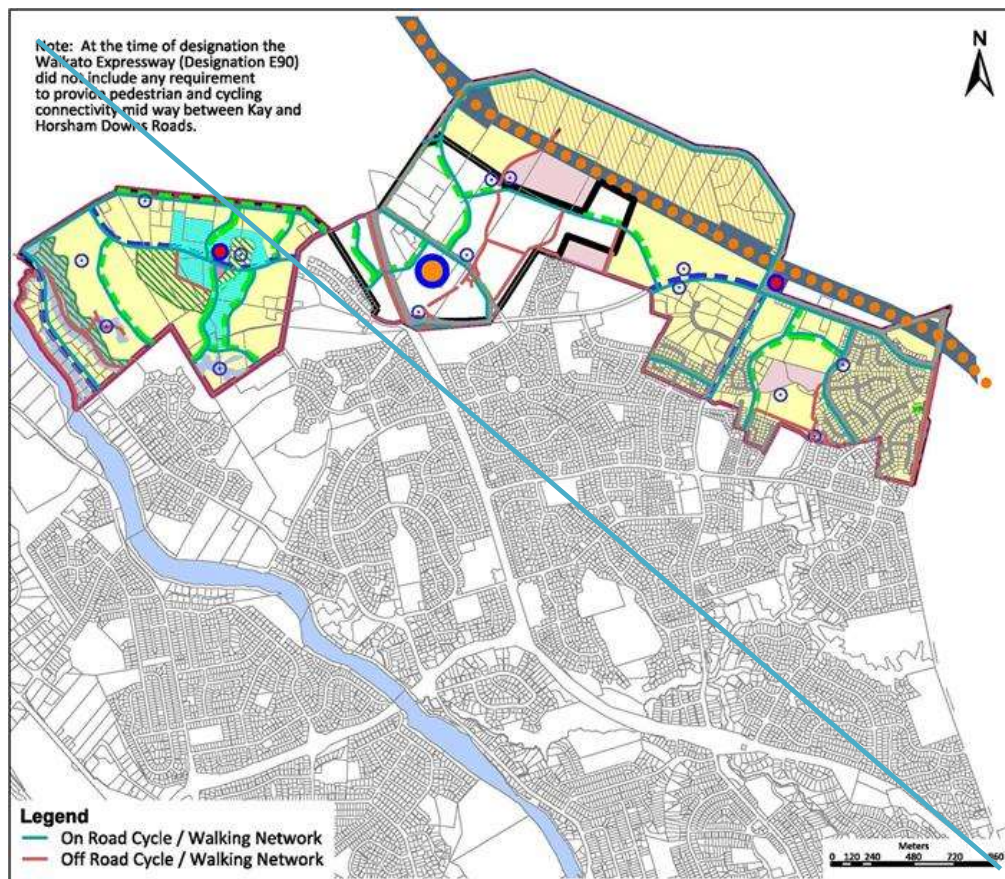


Figure 2-6: Rototuna Cycling and Walking Network

Commented [HCC2]: Consequential amendment

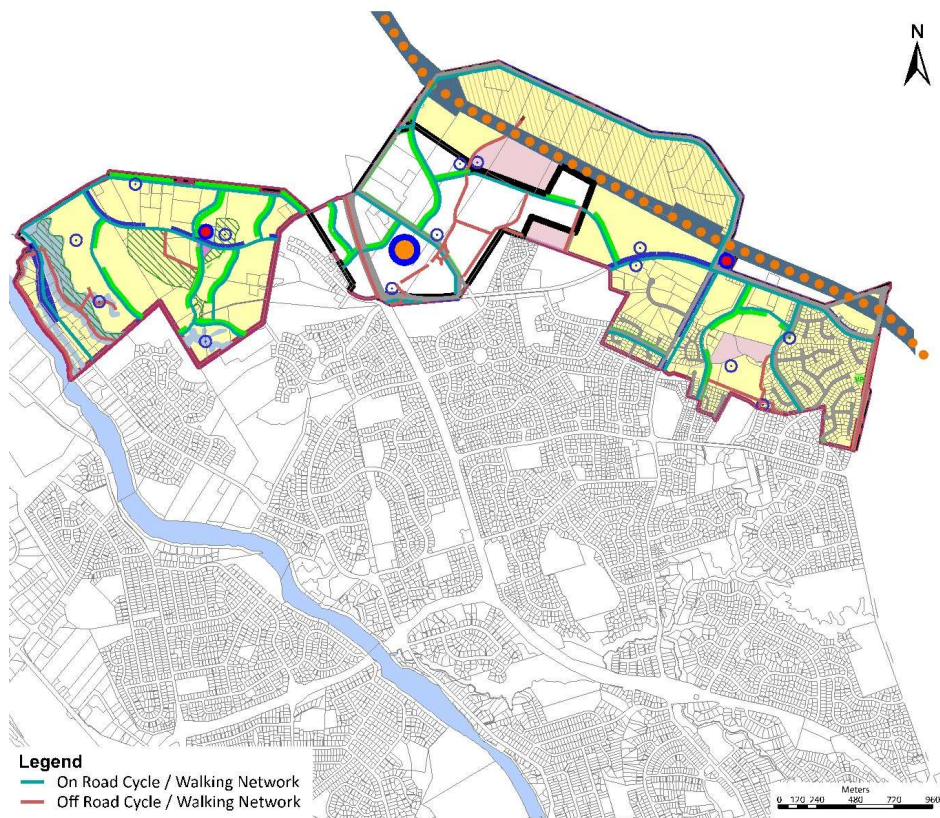


Figure 2-7: Rototuna Catchment Boundaries

Commented [HCC3]: Consequential amendment

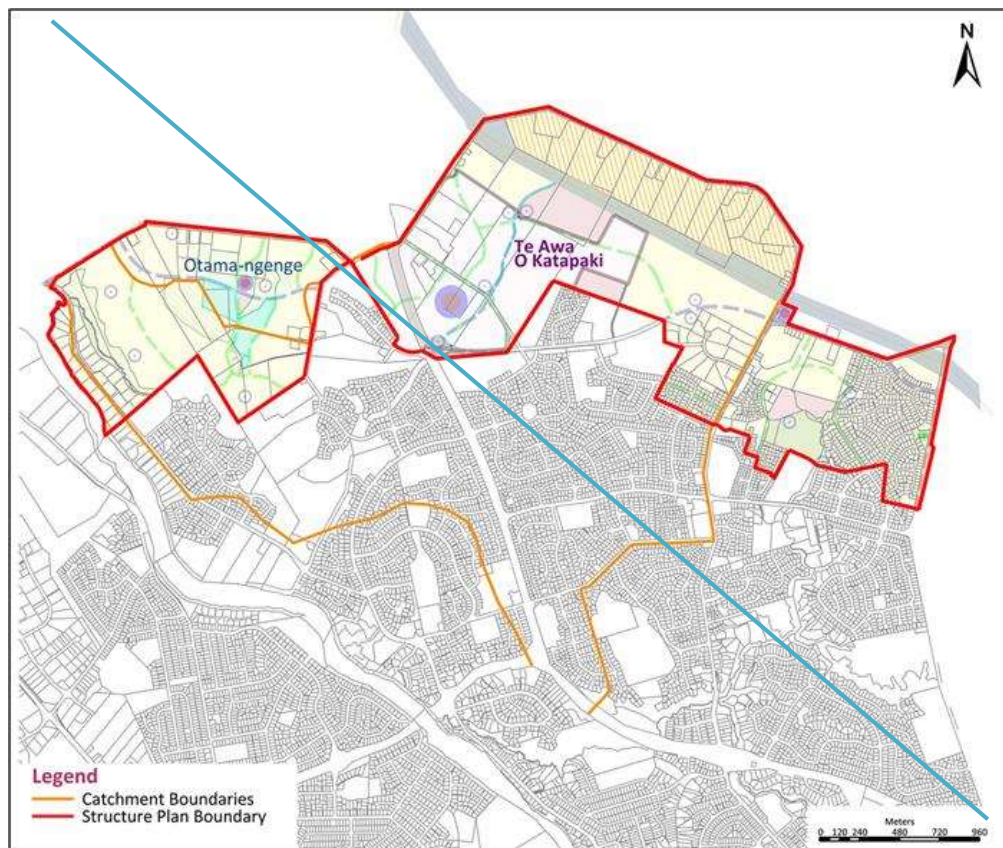


Figure 2-7: Rototuna Catchment Boundaries

Commented [HCC4]: Consequential amendment

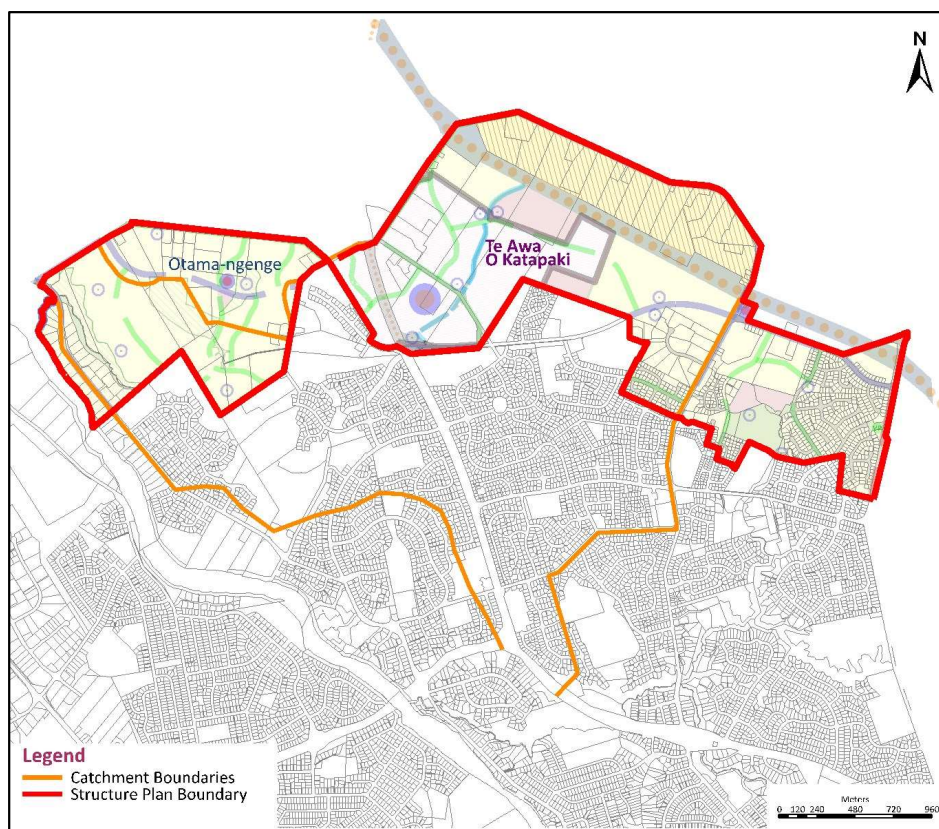


Figure 2-8: Rotokauri Structure Plan – Land Use

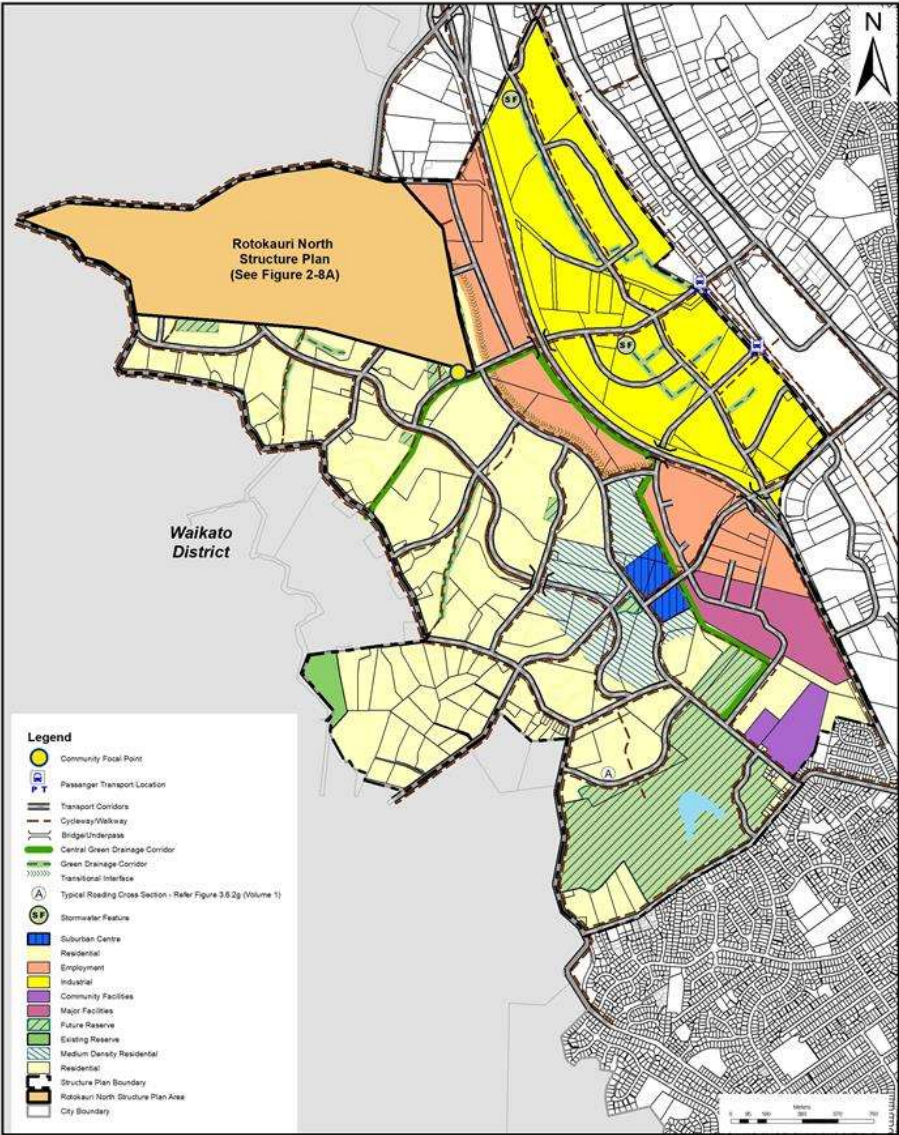


Figure 2-8A: Rotokauri North Structure Plan

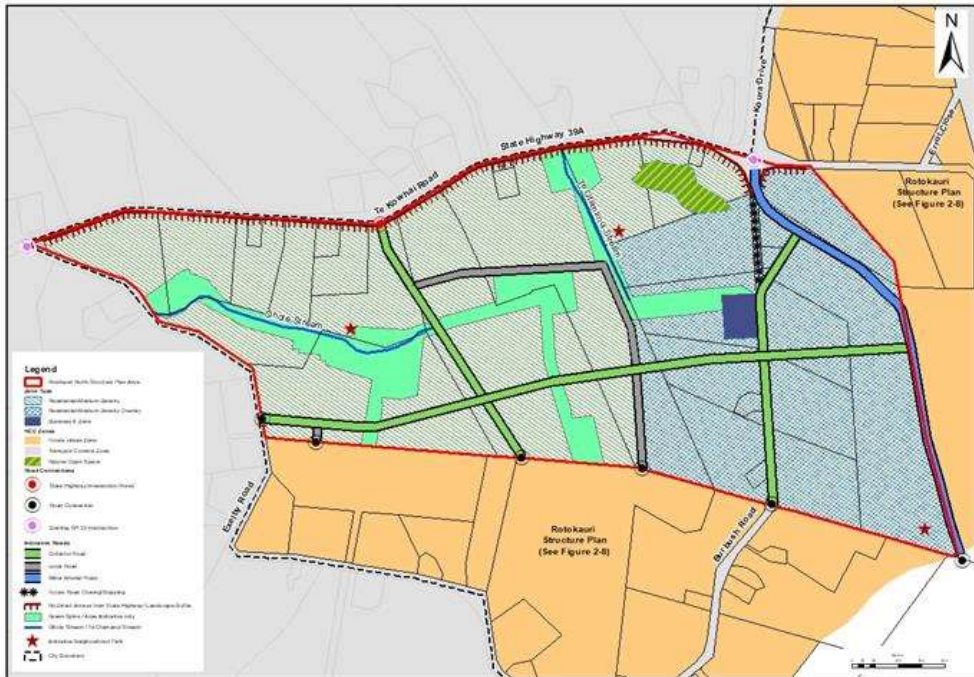


Figure 2-9: Rotokauri Structure Plan – Staging and Transport Network

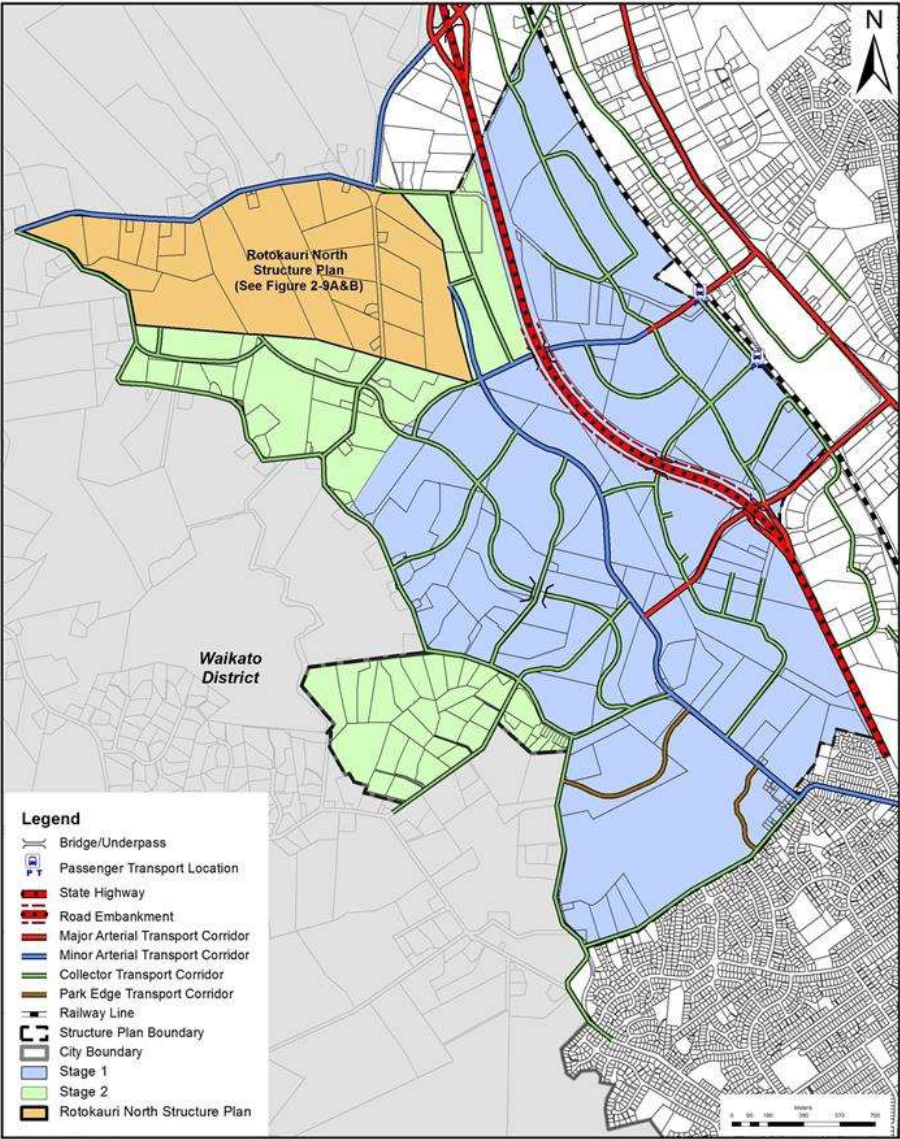


Figure 2-9A: Rotokauri North Strategic Infrastructure – Water and Waste Water

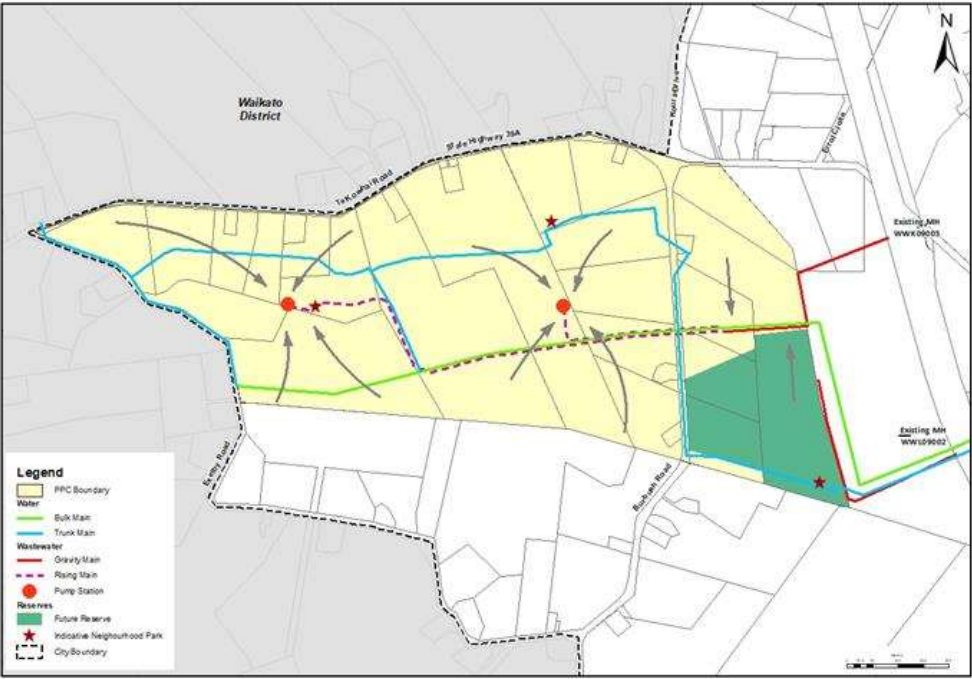
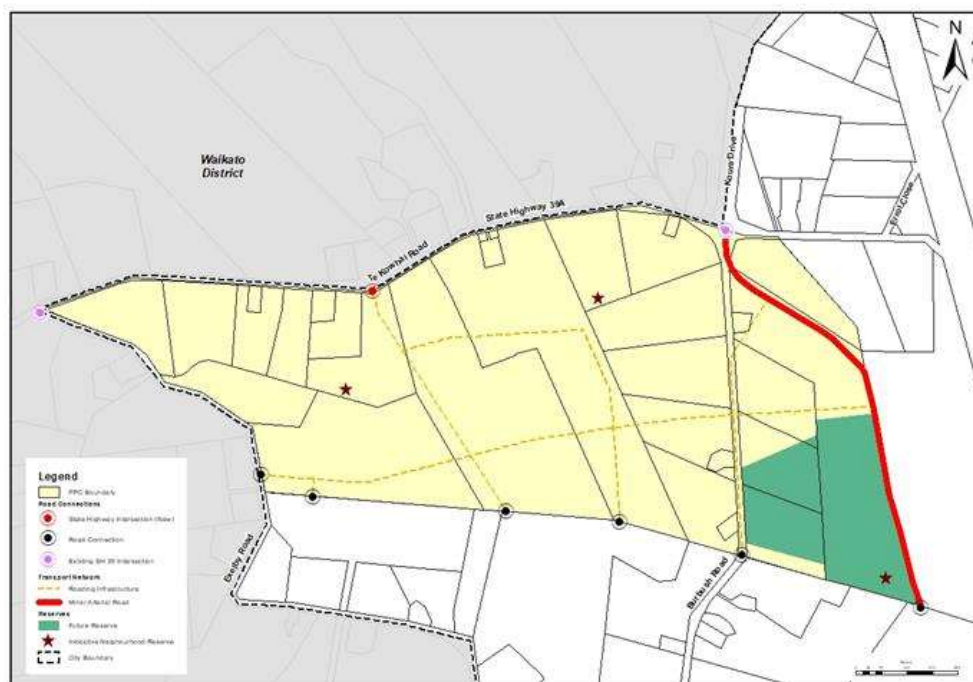


Figure 2-9B: Rotokauri North Strategic Infrastructure – Transport Network and Reserves



(Note: this is not a Structure Plan Map but an information map only)

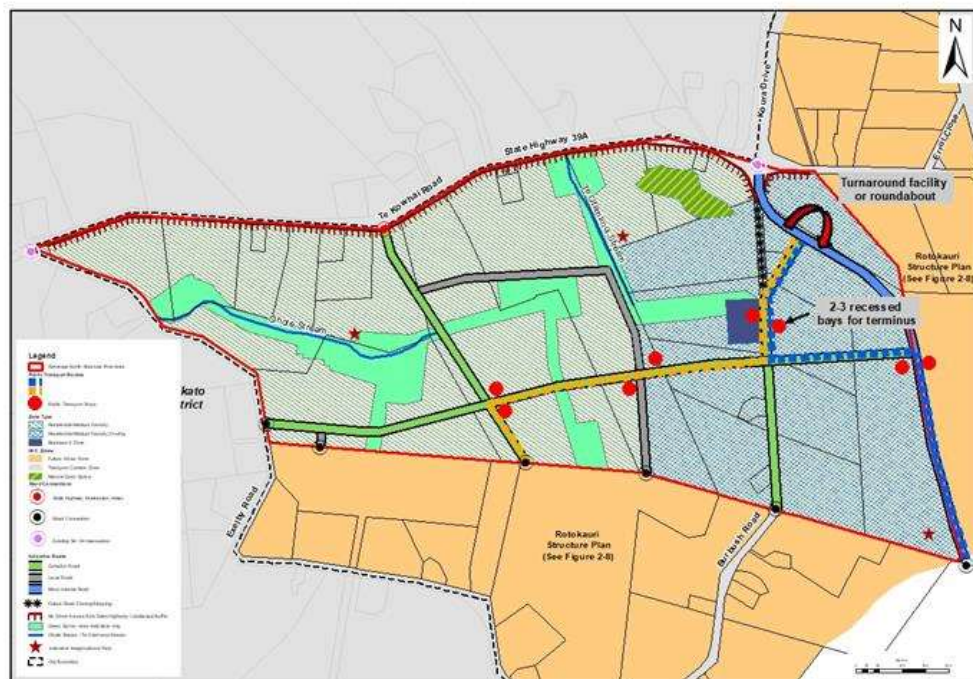


Figure 2-10: Rotokauri Structure Plan – Open Space Network

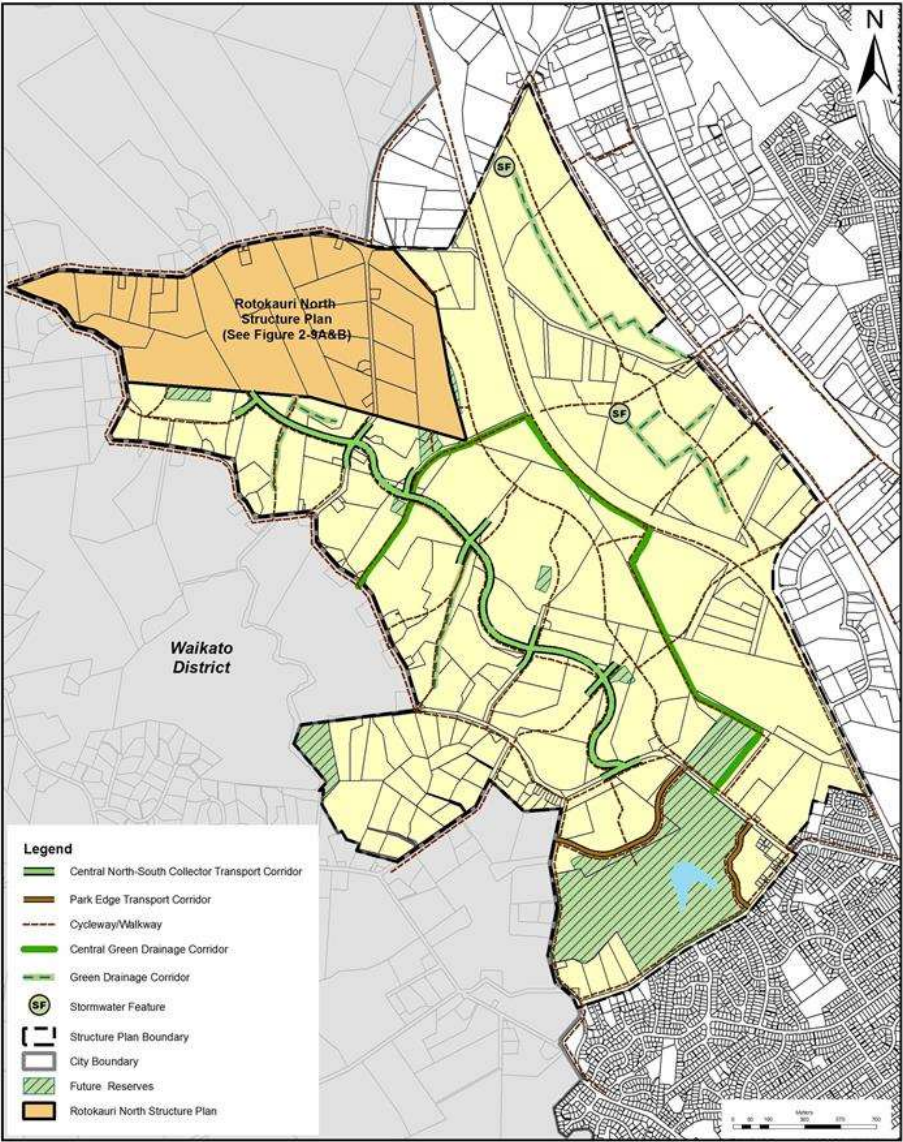


Figure 2-11: Rotokauri Neighbourhood Centre

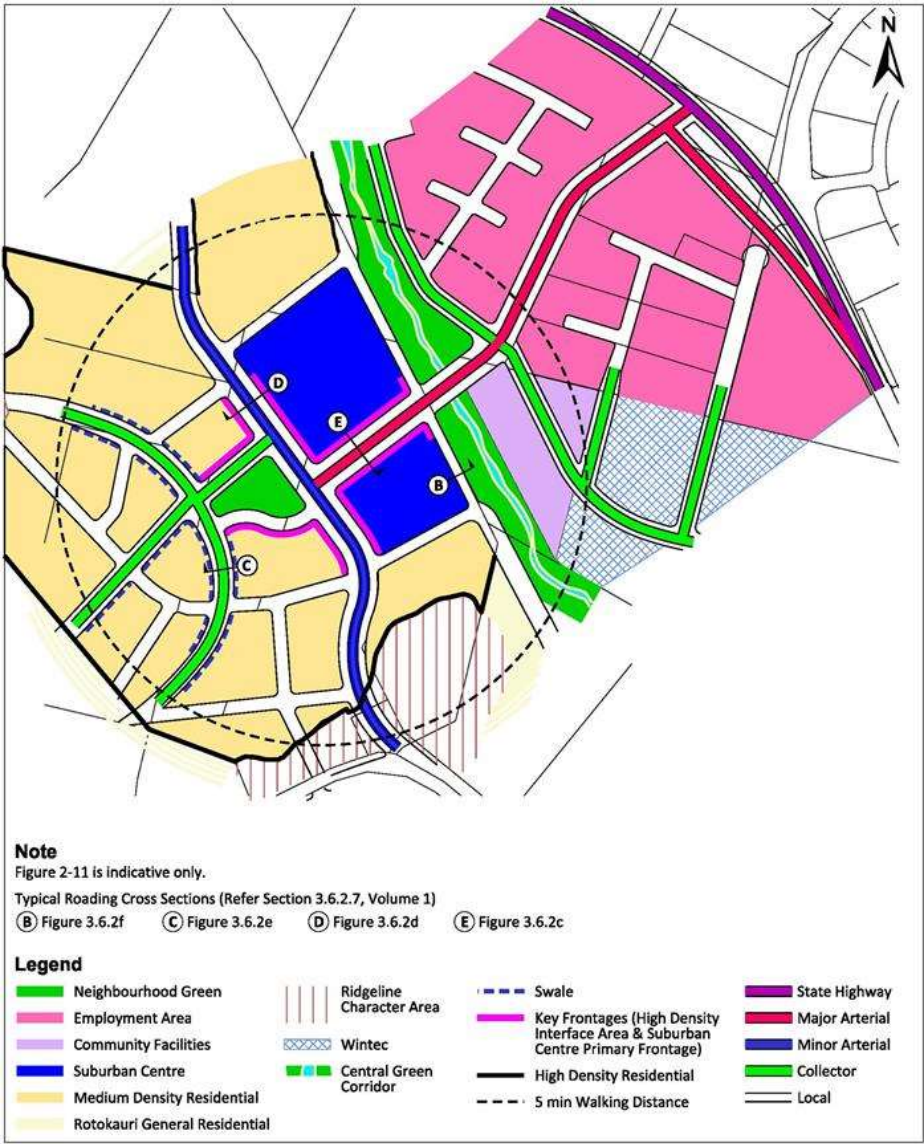


Figure 2-12: Rotokauri Interface Areas

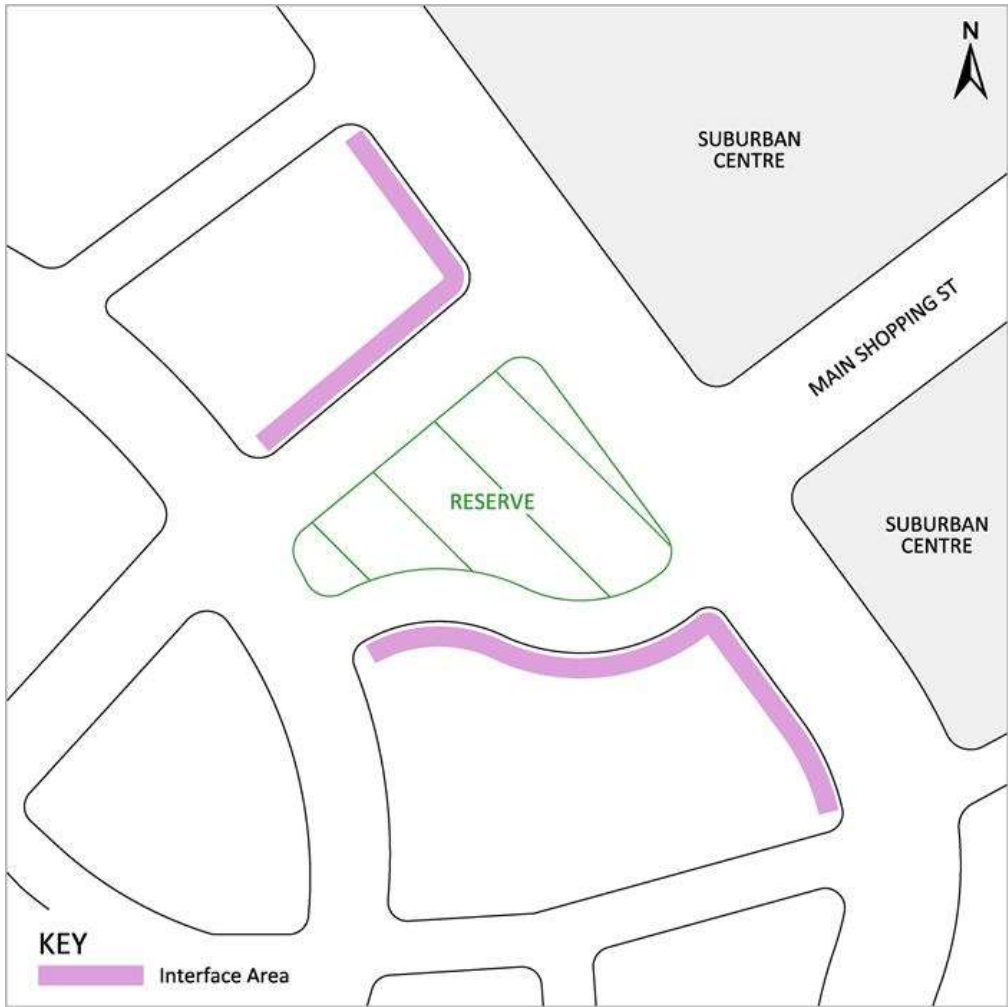


Figure 2-13: Rotokauri Suburban Centre Primary Frontages

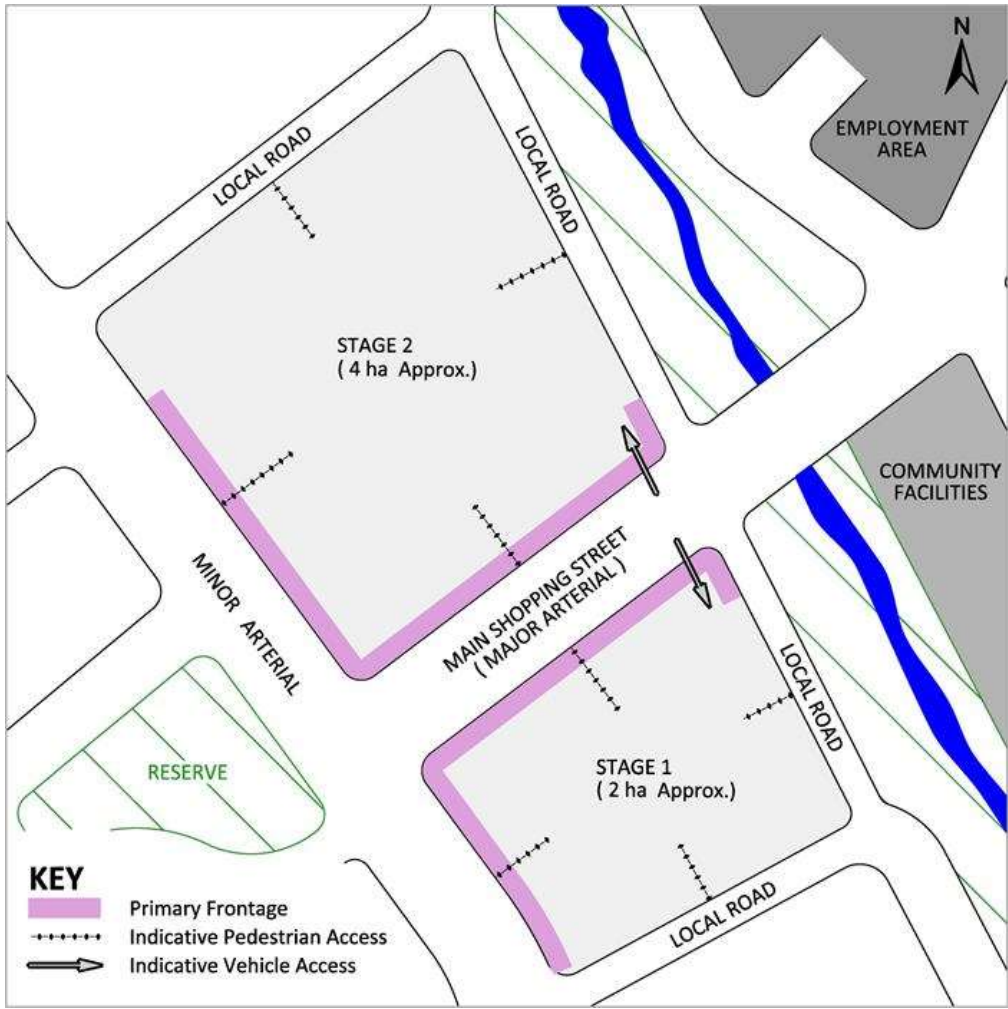


Figure 2-14: Ruakura Structure Plan – Land Use

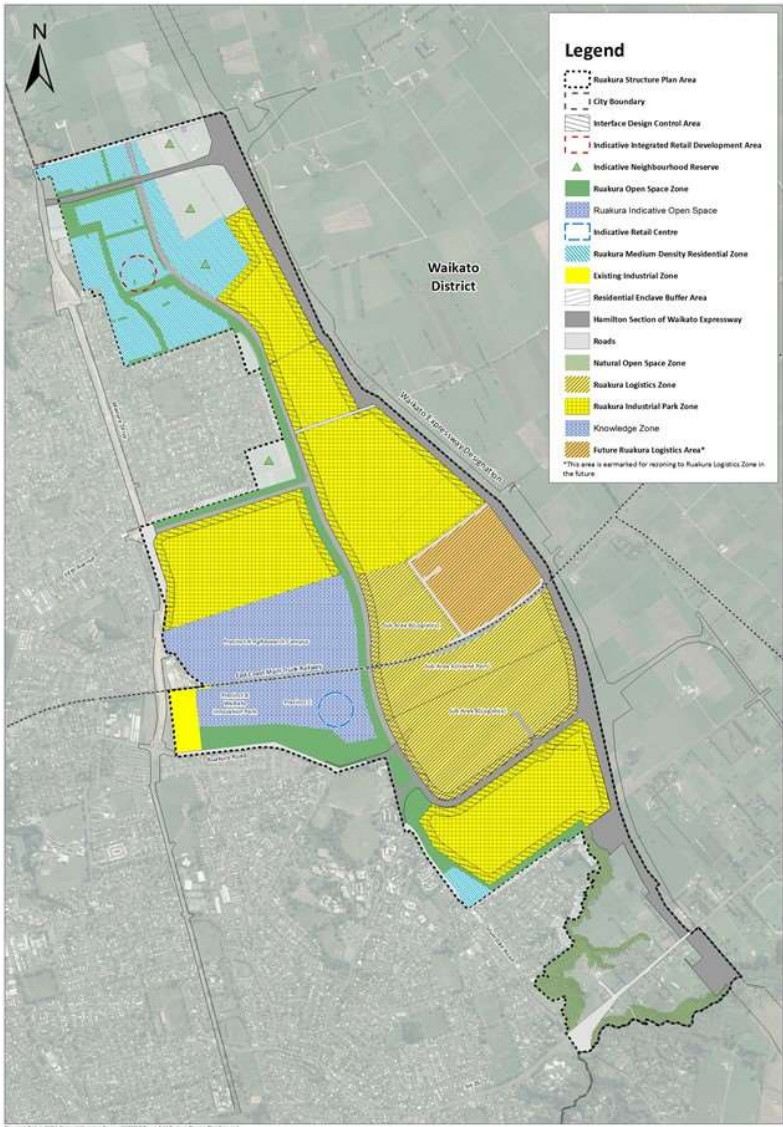


Figure 2-15A: Ruakura Strategic Infrastructure – Transport

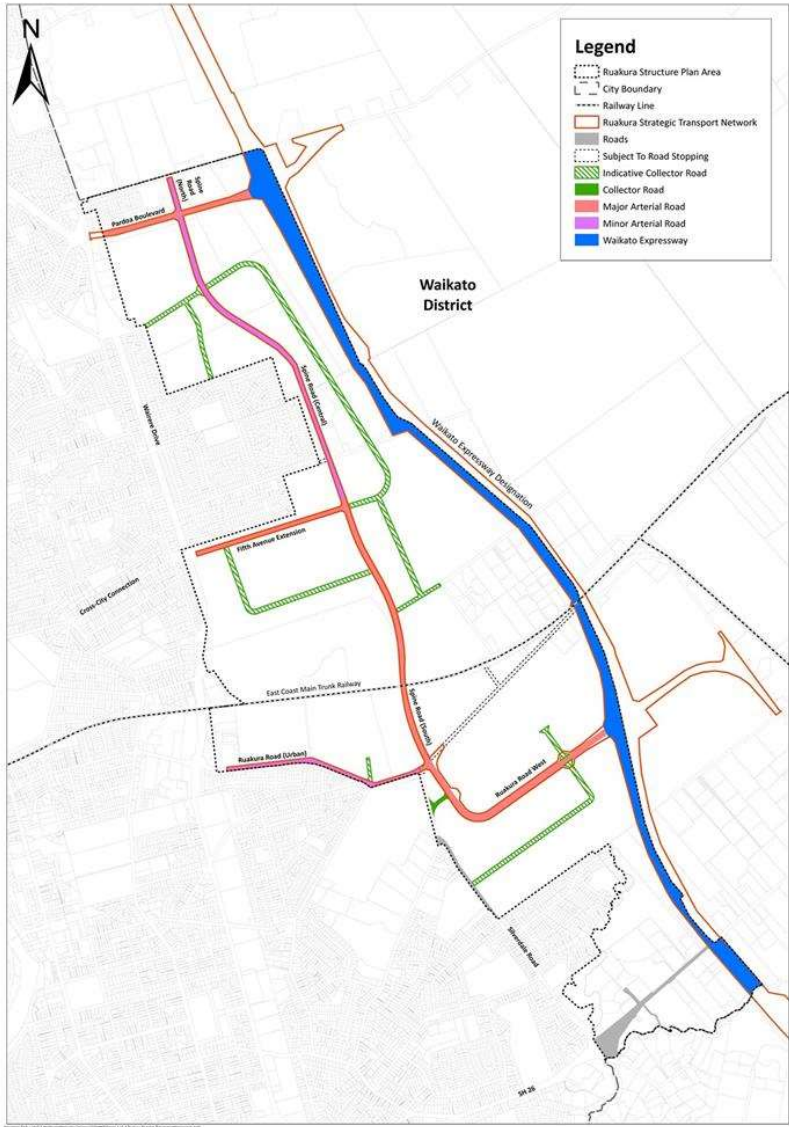


Figure 2-15B: Ruakura Strategic Infrastructure – Three Waters

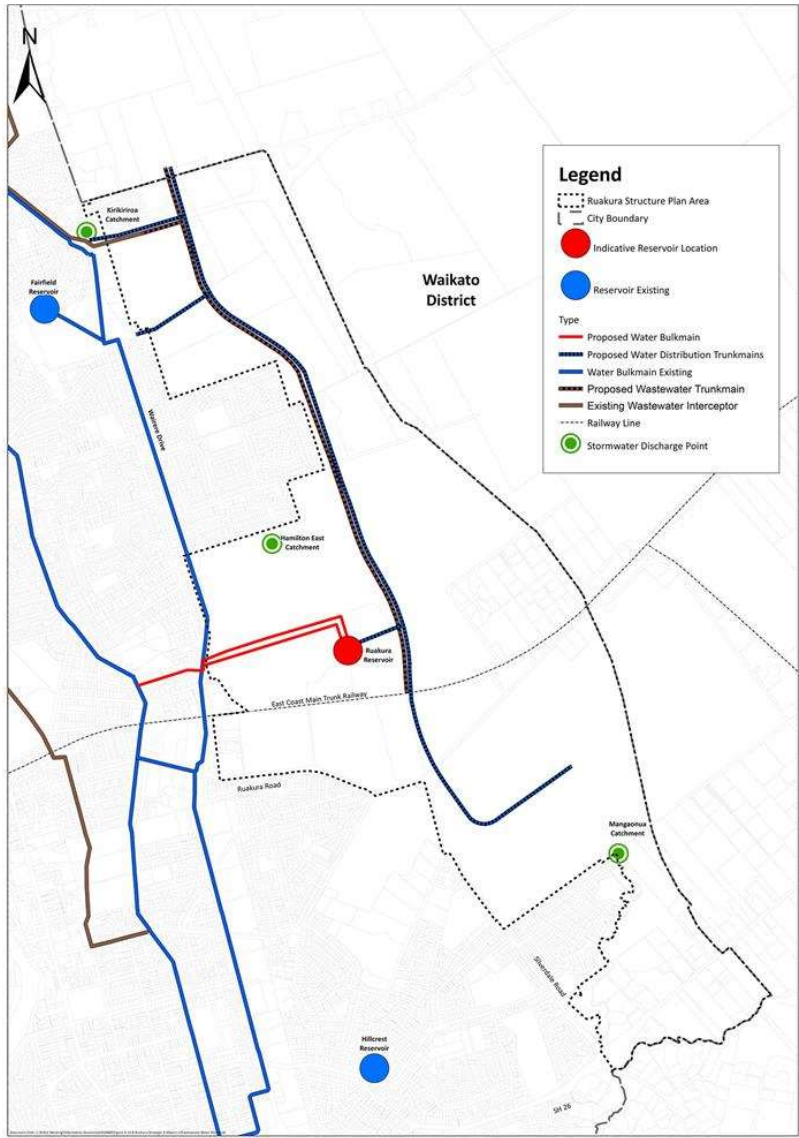


Figure 2-16: Ruakura Land-Development-Plan Areas

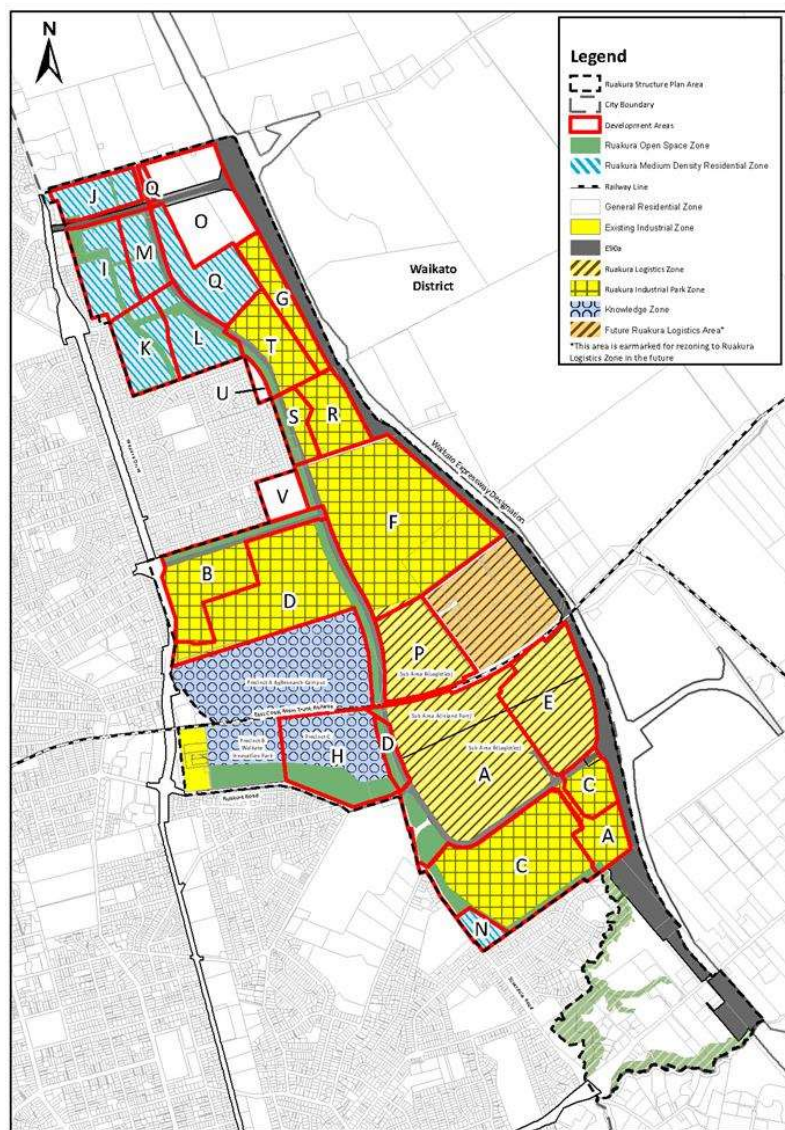


Figure 2-17/1: Inland Port Building Setbacks and Landscape Controls – Stage 1

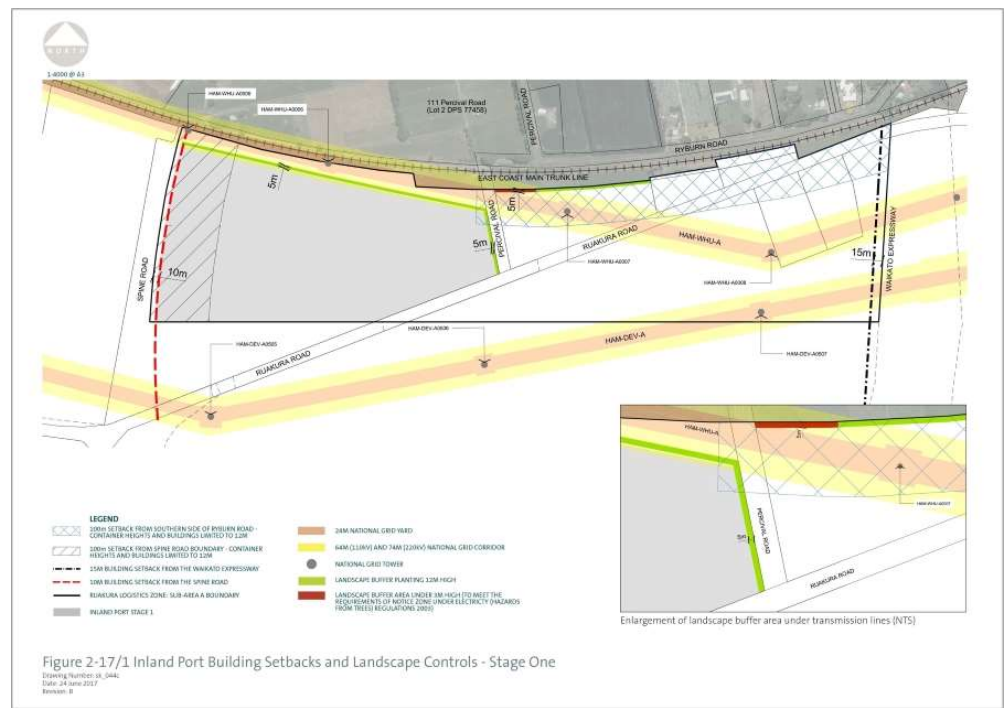


Figure 2-17/2: Inland Port Building Setbacks and Landscape Controls – Stage 2

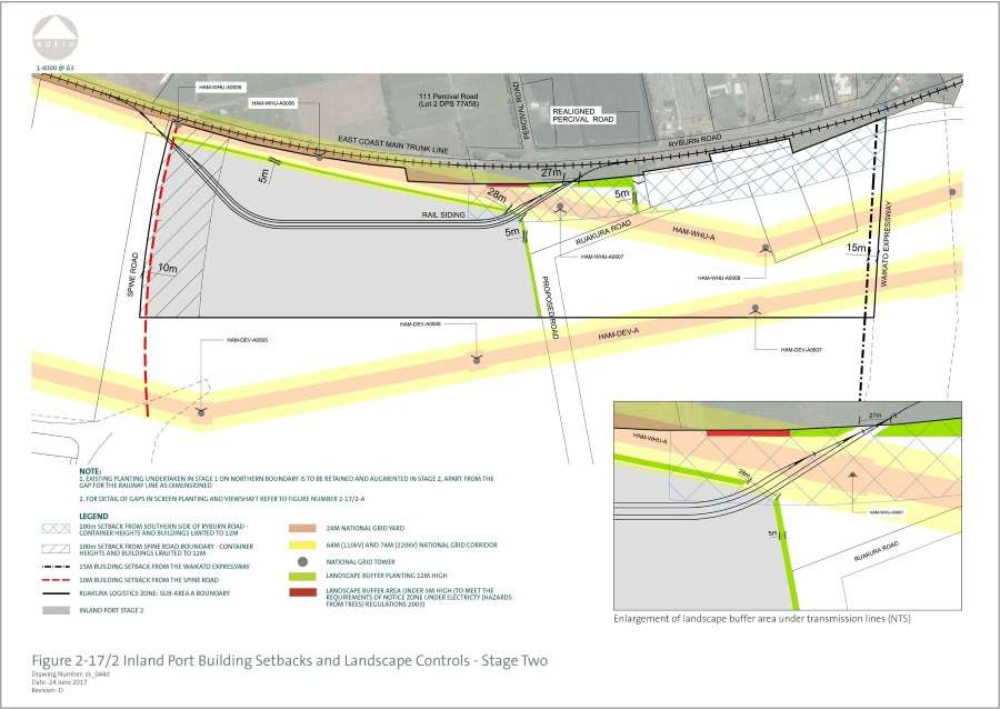


Figure 2-17/3: Inland Port Building Setbacks and Landscape Controls – Stage 3



Figure 2-18: Ruakura Cyclist & Pedestrian Network Plan

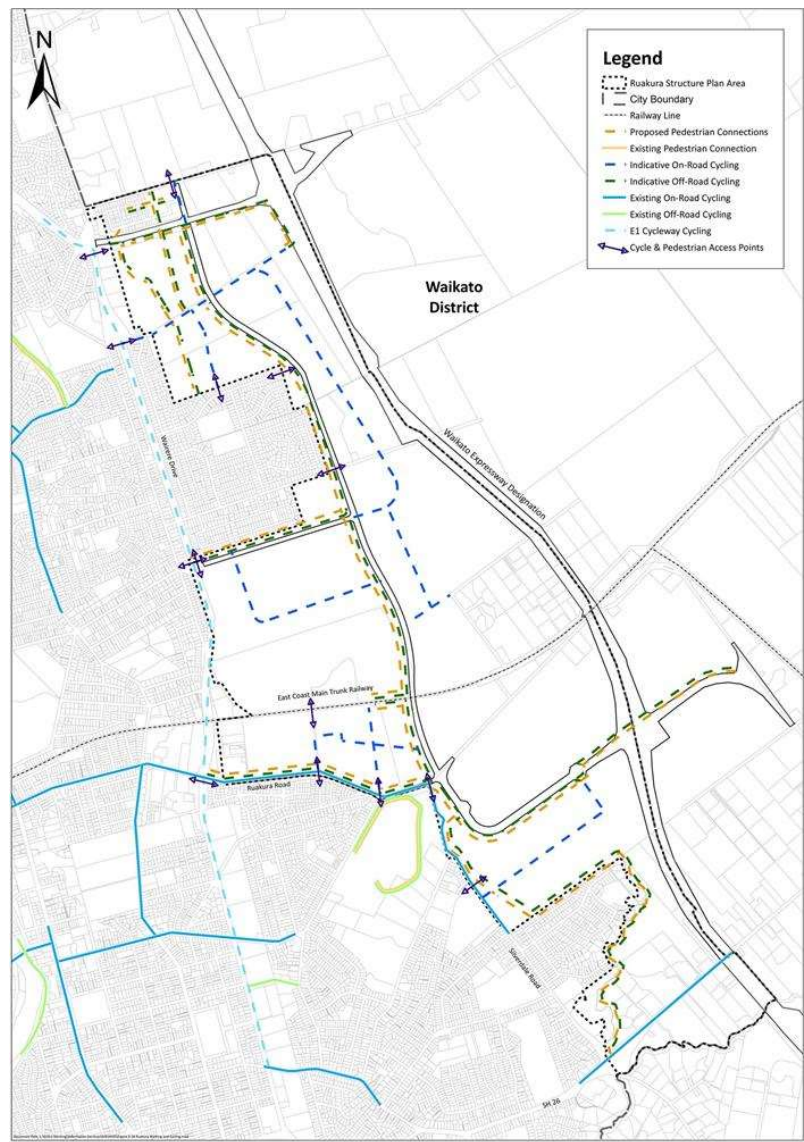


Figure 2-19: Te Awa Lakes Framework Plan

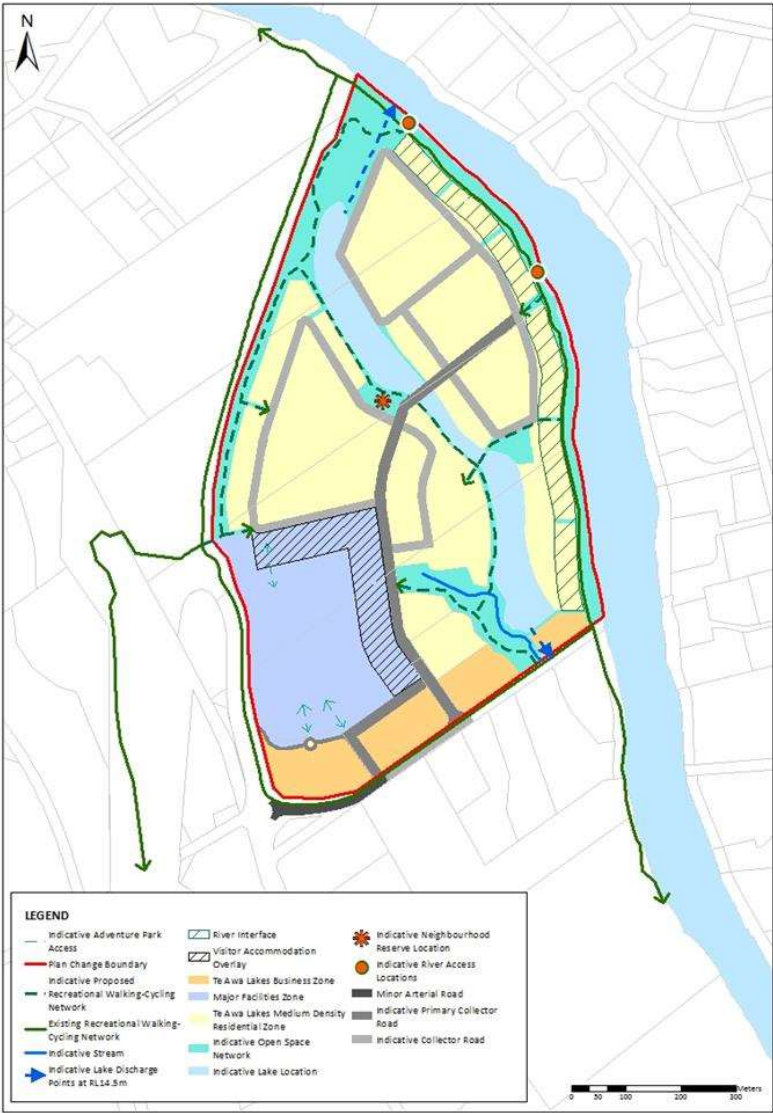


Figure 2-20: Te Awa Lakes Land Use

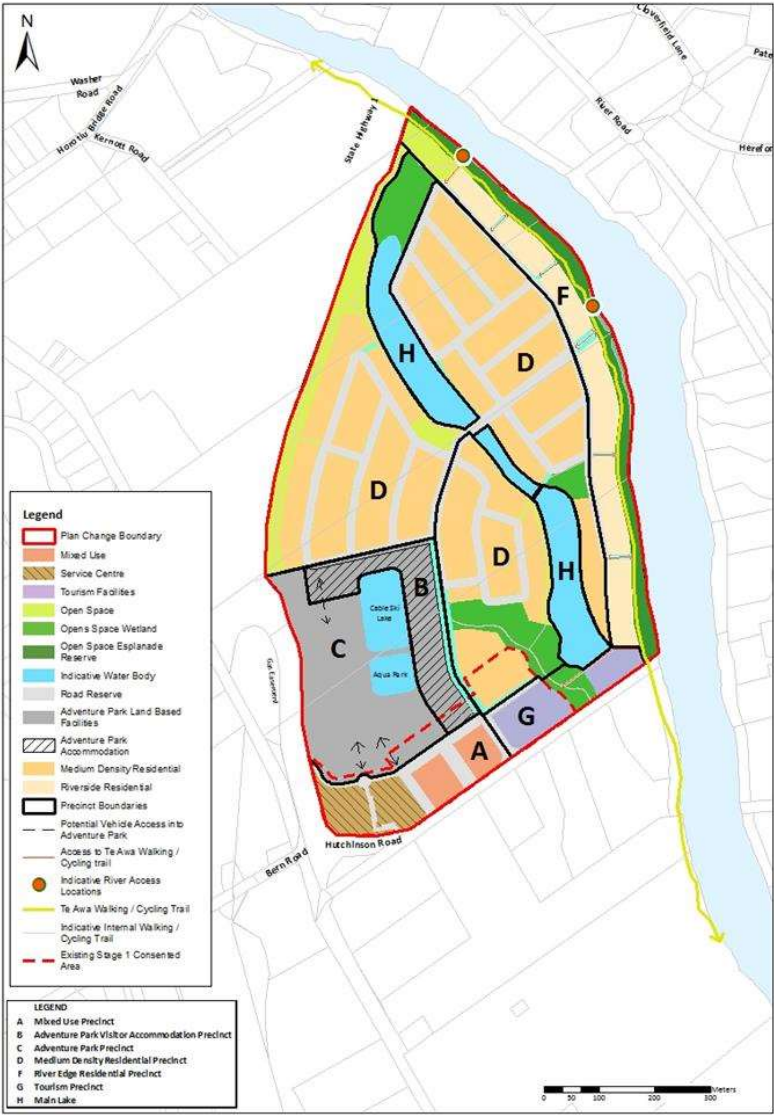


Figure 2-21: Te Awa Lakes Land Development Plan Areas

