

IN THE MATTER OF the Resource Management Act 1991
AND
IN THE MATTER OF Proposed Private Plan Change 7:
Rotokauri North (PC7) to the
Hamilton City Operative District Plan.

SECTION 41 RESOURCE MANAGEMENT ACT 1991
DIRECTION / MINUTE #10
INDEPENDENT HEARING PANEL

Introduction

1. On 7 March 2022 the Hearing Panel issued its decision on Proposed Private Plan Change 7 (**PPC7**). Under that decision PPC7 was approved subject to certain amendments to the notified version, taking account of the Panel's determinations.
2. Since issuing the decision and approved plan provisions, the Hearing Panel has been made aware of two minor drafting errors in the approved plan provisions.
3. The purpose of this Minute is to record the correction of those errors.

Correction 1

4. The decision inadvertently removed Table 1 – Transport Triggers and Upgrades within Rotokauri North from Chapter 3 of the District Plan. This table, which is **attached** to this minute, should have been included at section 3.6A.4.2.f as Table 1, and should precede Table 2 - Transport Triggers and Upgrades outside Rotokauri North. The Panel directs that this error be corrected, along with any consequential corrections to references to the two tables.

Correction 2

5. The decision included Figure 2-9A – Rotokauri North Strategic Infrastructure – Water and Wastewater in Appendix 2 of the District Plan. The legend for Figure 2-9A – Rotokauri North Strategic Infrastructure – Water and Wastewater included an error which mislabelled the rising main and gravity main. An amended Figure 2-9A – Rotokauri North Strategic Infrastructure – Water and Wastewater is **attached**. The Panel directs that this error be corrected.



David Hill (Chairperson)
Independent Hearing Panel

21 March 2022

Attachment 1 - Table 1 – Transport Triggers and Upgrades within Rotokauri North

| <u>Table 1: Transport Triggers and upgrades within Rotokauri North</u> | | |
|---|---|---|
| <u>Transport corridor construction or improvement (refer to map in Appendix 15-10)</u> | <u>Construction or improvement</u> | <u>Development trigger</u> |
| 1. <u>Burbush Road - between the southern boundary of the development site and that part of Burbush Road (shown on Figure 2-8) to be realigned.</u> | <u>Upgrade to an urban collector transport corridor standard</u> | <u>The first new dwelling/lot with access onto Burbush Road (including via any new transport corridor which connects to Burbush Road).</u> |
| 2. <u>Burbush Road – between that part of Burbush Road (shown on Figure 2-8) to be realigned and SH39 Intersection</u> | <u>With the minor arterial in place (from SH39 to the southern end of Rotokauri North Area) construction to a collector transport corridor standard</u> | <u>The first new dwelling/lot with access onto Burbush Road (including via any new roading connection which connects to Burbush Road).</u> |
| 3. <u>Burbush Road (section to be realigned) connecting to SH39 intersection</u> | <u>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</u> | <u>The first new dwelling/lot with access onto Burbush Road (including via any new roading connection which connects to Burbush Road).</u> |
| 4. <u>Exelby Road - between State Highway 39 and the southern boundary of the Rotokauri North Structure Plan.</u> | <u>Upgrade to an urban collector transport corridor standard with eastern road berm to an urban road standard.</u> <u>Note: The western side within Waikato District becomes a rural collector</u> | <u>The first new dwelling/lot with access onto Exelby Road (including via any new transport corridor connection which connects to Exelby Road).</u> |
| 5. <u>Pedestrian/Cycle Connection to connect to the SH39 Burbush Road Roundabout</u> | <u>Provision of a 3m shared path (or dedicated cycle facility, or a combination of both) to connect to SH39 /</u> | <u>The first new dwelling/lot</u> |

Table 1: Transport Triggers and upgrades within Rotokauri North

| <u>Transport corridor construction or improvement (refer to map in Appendix 15-10)</u> | <u>Construction or improvement</u> | <u>Development trigger</u> |
|---|--|--|
| | <u>Burbush Road roundabout.</u> <u>This facility may include a combination of permanent and interim solutions.</u> | |
| <u>6. Pedestrian/Cycle Connection to connect to the SH39 Burbush Road Roundabout</u> | <u>Provision of a 3m shared path (or dedicated cycle facility, or a combination of both) to connect to SH39 / Burbush Road roundabout.</u> <u>This facility may include a combination of permanent and interim solutions.</u> | <u>Any subdivision/development for additional dwellings/lots subsequent to item 5 above in this table.</u> |
| <u>7. Pedestrian/Cycle Connection from the SH39 Burbush Road Roundabout to the Mangaharakeke Drive (SH1) shared pathway</u> | <u>Provision of a 3m shared path (or dedicated cycle facility, or a combination of both) along Te Kowhai Road (east of the Roundabout).</u> | <u>The first new dwelling/lot</u> |

Attachment 2 - Figure 2-9A – Rotokauri North Strategic Infrastructure – Water and Wastewater

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

