

Transport Provisions

Red = 42A recommended text

Commentary

Chapter 3 -

3.6A.4.2f Staging and Infrastructure Provision

Clause i

- i. Up to 200 lots may be developed subject to:
 - a. Any development creating a new intersection on State Highway 39 (SH39) shall construct the SH39/ collector intersection as a roundabout.
 - b. Any development creating a new vehicle crossing or intersection on Exelby Road shall upgrade Exelby Road to an urban collector standard between SH39 and the southern boundary of the development site.
 - c. Any development creating a new vehicle crossing or intersection on Burbush Road shall upgrade and realign Burbush Road to an urban collector standard between the SH39/ Burbush Road/ Te Kowhai Road/ Koura Drive intersection and the southern boundary of the development site (as shown on Appendix 2 Figure 2-8A).
 - d. Providing continuous walking and cycling facilities from the development to the existing shared path at the SH39/ Burbush Road/ Te Kowhai Road/ Koura Drive intersection. Any facility provided along SH39 shall comprise a 3.5m wide shared path.

Items a-d above have been re-ordered in the JWS 2 agreed wording for 3.6.A.4.2. This is clarified on a line by line item basis below.

- i. Up to 200 lots may be developed subject to:

Through JWS 2 this was agreed to be deleted as the relevant upgrades in a-d are needed for the first lot/house and or any new road connection.

- a. Any development creating a new intersection on State Highway 39 (SH39) shall construct the SH39/ collector intersection as a roundabout.

Through JWS 2 this was agreed to be needed for the first lot/house and as the first road connection. This is now clause ii.

- b. Any development creating a new vehicle crossing or intersection on Exelby Road shall upgrade Exelby Road to an urban collector standard between SH39 and the southern boundary of the development site.

Through JWS 2 this upgrade was agreed to form part of 'Table 1'. Refinements to the upgrade were agreed in JWS 2 in acknowledgement of the western boundary falling outside of the HCC TA boundary. The agreed version forms item 4 in Table 1.

- c. Any development creating a new vehicle crossing or intersection on Burbush Road shall upgrade and realign Burbush Road to an urban collector standard between the SH39/ Burbush Road/ Te Kowhai Road/ Koura Drive intersection and the southern boundary of the development site (as shown on Appendix 2 Figure 2-8A).

Through JWS 2 this upgrade was agreed to form part of 'Table 1'. Refinements to the upgrade were agreed in JWS 2 in acknowledgement that the works would differ dependant on if the minor arterial was constructed or not. The agreed version forms items 1-3 in Table 1.

- d. Providing continuous walking and cycling facilities from the development to the existing shared path at the SH39/ Burbush Road/ Te Kowhai Road/ Koura Drive intersection. Any facility provided along SH39 shall comprise a 3.5m wide shared path.

Through JWS 2 this upgrade was agreed to form part of 'Table 1'. Refinements to the upgrade were agreed in JWS 2 to account for the initial connection, continuous connection and a direct linkage to the Mangaharakeke Drive (SH1) shared pathway. The agreed version forms items 5-7 in Table 1

Clause ii

- ii. Prior to construction of the collector transport network from Burbush Road to the Minor Arterial and construction of the Minor Arterial (as shown on Appendix 2 Figure 2-9) to either:

- the Te Wetini Drive/ Taiatea Drive intersection; or
- the Arthur Porter Drive/ Te Kowhai Road intersection,

and prior to any section 223 certificate for subdivision under the Resource Management Act being issued that creates more than 200 total lots, the following improvements are to be completed:

- a. The relevant requirements of (i) above.
- b. Any development creating a new vehicle crossing or intersection on Exelby Road shall upgrade Exelby Road south of the site to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).
- c. Any development creating a new vehicle crossing or intersection on Burbush Road shall upgrade Burbush Road south of the site to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).
- d. Construction of a roundabout at the Exelby Road/ Burbush Road intersection.
- e. Construction of a roundabout at the Exelby Road/ Rotokauri Road intersection.

The JWS 2 agreed that these provisions related to works outside of the PC7 site and were reformatted to align with "Table 2". The below clarifies on a line by line basis below.

- ii. Prior to construction of the collector transport network from Burbush Road to the Minor Arterial and construction of the Minor Arterial (as shown on Appendix 2 Figure 2-9) to either:

- the Te Wetini Drive/ Taiatea Drive intersection; or
- the Arthur Porter Drive/ Te Kowhai Road intersection,

The JWS identified that the upgrades needed with and without the minor arterial, and the trigger chosen was conservatively chosen without the minor arterial in place. As such it was agreed to delete reference to with or without the minor arterial.

and prior to any section 223 certificate for subdivision under the Resource Management Act being issued that creates more than 200 total lots, the following improvements are to be completed:

The JWS identified that Rule 3.6.A.2 already contains a clause regarding compliance at 224, and a such no further clause was needed.

a. The relevant requirements of (i) above.

The JWS identified that the revised Table 1 meant that this provision was no longer needed.

b. Any development creating a new vehicle crossing or intersection on Exelby Road shall upgrade Exelby Road south of the site to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).

This was reformatted to Item 1 of the Green Seed Table 2– however with the addition that the upgrade only applied to that part of Exelby Road south of Burbush Road. This is different to the above which does not have this specification.

This is an area of contention between the parties as outlined in the reply and summary statement of Mr Hills as Mr Hills evidence identifies only part which is south of Burbush Road should be upgraded by PC7.

The threshold based on the revised modelling as outlined in the reply of Mr Hills identifies the appropriateness of the trigger being 500 dwellings or any new road connection to Burbush Road.

The upgrade is the same as identified in the 42A (and above).

c. Any development creating a new vehicle crossing or intersection on Burbush Road shall upgrade Burbush Road south of the site to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).

This was reformatted to Item 2 of the Green Seed Table 2.

The threshold based on the revised modelling as outlined in the reply of Mr Hills identifies the appropriateness of the trigger being 500 dwellings or any new road connection to Burbush Road.

The upgrade is the same as identified in the 42A (and above).

d. Construction of a roundabout at the Exelby Road/ Burbush Road intersection.

This was reformatted to Item 3 of the Green Seed Table 2.

The upgrade as outlined in the EIC and reply of Mr Hills identified that a roundabout was not needed and a single property right turn bay was needed only.

The threshold based on the revised modelling as outlined in the reply of Mr Hills identifies the appropriateness of the trigger being 500 dwellings or any new road connection to Burbush Road.

We understand that this is not a matter which is in contention.

e. Construction of a roundabout at the Exelby Road/ Rotokauri Road intersection.

The EIC and reply of Mr Hills identified that treatment at this intersection is not needed as mitigation from the PC7 traffic.

Clause iii

iii. Following construction of the collector transport network from Burbush Road to the Minor Arterial and construction of the Minor Arterial (as shown in Appendix 2 Figure 2-9) to either:

- the Te Wetini Drive/ Taiatea Drive intersection; or
- the Arthur Porter Drive/ Te Kowhai Road intersection,

and prior to any section 223 certificate for subdivision under the Resource Management Act being issued that creates more than 800 total lots the following improvements are to be completed:

- a. The relevant requirements of (i) above.
- b. Any development creating a new vehicle crossing or intersection on Exelby Road shall upgrade Exelby Road south of the site to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).
- c. Any development creating a new vehicle crossing or intersection on Burbush Road shall upgrade Burbush Road south of the site to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).
- d. Construction of a roundabout at the Exelby Road/ Burbush Road intersection.
- e. Construction of a roundabout at the Exelby Road/ Rotokauri Road intersection.

The JWS identified that the upgrades needed with and without the minor arterial, and the trigger chosen was conservatively chosen without the minor arterial in place. As such it was agreed to delete reference to with or without the minor arterial.

The above upgrades are the same as those discussed under clause ii above.

Clause iv

iv. Any subdivision or land use consent that results in the cumulative number of consented residential lots within Rotokauri North exceeding a transportation corridor upgrade threshold(s) identified in 3.6A.4.2(f)(ii) or (iii) above, shall require the relevant transport corridor to be constructed prior to the development upgrade threshold being exceeded.

JWS 2 agreed to re-format and rephrase this – it now forms clause iii.

3.6A.4.4 Public transport Infrastructure

a) The public transport infrastructure listed in (b) shall be provided as part of the development of a new transport corridor or upgrading of an existing transport corridor:

- i. That is identified as part of a proposed public transport route in Appendix 2 Figure 2-9C; or
- ii That will be used as a public transport route in the interim, until the proposed public transport routes shown in Figure 2-9C are constructed; or

iii. That will be used as a public transport route to service a significant origin or destination for public transport passengers, for example, a school site or commercial centre, but is not shown as a proposed public transport route in Figure 2-9C.

(b) The infrastructure to be provided in accordance with (a) includes:

- i. Accessible bus stops;
- ii. Bus stop road markings;
- iii. Bus stop signs;
- iv. Bus shelters at selected locations;
- v. Bus lay-by/timing points;
- vi. Bus priority measures at key intersections;
- vii. Bus turning facilities (including interim facilities); and
- viii. Facilities for pedestrians to crossroads to access public transport stops.

(c) The location of public transport infrastructure listed in (b) shall be agreed in consultation with Hamilton City Council and Waikato Regional Council.

JWS 3 agreed to delete this rule and replace it with a new assessment criteria.

Figure 2-9C was agreed to be retained – but as an indicative figure only.

3.6A.4.5 Active transport infrastructure

a) Walking and cycling shared path infrastructure within Rotokauri North shall be provided as part of any development or subdivision within the relevant site of the development or subdivision:

- i. That is identified as part of the walking and cycling infrastructure in Appendix 2 Figure 2-9C.

Post JWS 3 Mr Sharman confirmed via email that the assessment criteria during JWS 3 was acceptable to HCC.