

**Planning Rebuttal Evidence – Annexure B**  
**Transport Triggers/Upgrades**

**PC7 markup:**

Blue = notified PC7 text

Green = Agreed changes including any 42A changes and/or through JWS

Purple- - Area not agreed from JWS -Green Seed position

Red - - Area not agreed from JWS -HCC position

3.6A.4.2 Staging and Infrastructure Provision

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.

<u>Table 1: Transport Triggers and upgrades within Rotokauri North</u>		
<u>Transport corridor construction or improvement (refer map in Appendix G-10)</u>	<u>Construction or improvement</u>	<u>Development trigger</u>
<u>1. 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>

<u>Table 1: Transport Triggers and upgrades within Rotokauri North</u>		
<u>Transport corridor construction or improvement (refer map in Appendix 15-18)</u>	<u>Construction or improvement</u>	<u>Development trigger</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 / Burbush Road roundabout.</u>  <u>This facility may include a combination of permanent and interim solutions.</u>	<u>The first new dwelling/lot</u>

<u>Table 1: Transport Triggers and upgrades within Rotokauri North</u>		
<u>Transport corridor construction or improvement (refer map in Appendix 15-18)</u>	<u>Construction or improvement</u>	<u>Development trigger</u>
6. <u>Pedestrian/Cycle Connection to connect to the SH39 Burbush Road Roundabout</u>	<p><u>Provision of a 3m shared path (or dedicated cycle facility, or a combination of both) to connect to SH39 / Burbush Road roundabout.</u></p> <p><u>This facility may include a combination of permanent and interim solutions.</u></p>	<u>Any subdivision/development for additional dwellings/lots subsequent to item 5 above in this table.</u>
7. <u>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>

**NOTE: THE BELOW TABLE IS THE APPLICANT/GREEN SEED POSITION**

<u>Table 2: Transport Triggers and upgrades outside of Rotokauri North</u>		
<u>Transport corridor construction or improvement (refer to map in Appendix 15-18)</u>	<u>Construction or improvement</u>	<u>Development trigger</u>
1. <u>Exelby Road – South of Burbush Road</u>	<u>Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders)</u>	<u>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).</u>

Table 2: Transport Triggers and upgrades outside of Rotokauri North		
Transport corridor construction or improvement (refer to map in Appendix 15-10)	Construction or improvement	Development trigger
2. <u>Burbush Road between Rotokauri North and Exelby Road</u>	<u>Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders)</u>	<u>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).</u>
3. <u>Exelby Road/Burbush Road Intersection</u>	<u>Upgrade to single priority intersection with right turn bay</u>	<u>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).</u>

**NOTE: THE BELOW TABLE IS HCC POSITION**

Table 2: Transport Triggers and upgrades outside of Rotokauri North		
Transport corridor construction or improvement	Construction or improvement	Development trigger
<u>1. Exelby Road – South of Burbush Road</u> -	<u>Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders)</u> - -	<u>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).</u> -
<u>2. Exelby Road – North of Burbush Road</u>	<u>Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).</u>	<u>500 dwellings/lots or the first new dwelling/lot with access onto Exelby Road (including via any new transport corridor which connects to Exelby Road).</u>
<u>3. Burbush Road between Rotokauri North and Exelby Road</u> -	<u>Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders)</u> - -	<u>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).</u> -

<u>Table 2: Transport Triggers and upgrades outside of Rotokauri North</u>		
<u>Transport corridor construction or improvement</u>	<u>Construction or improvement</u>	<u>Development trigger</u>
<u>4. Exelby Road/Burbush Road Intersection</u>	<u>Upgrade to a single priority intersection with right turn bay</u> -	<u>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).</u> -
<u>5. Exelby Road/Rotokauri Road intersection</u>	<u>Upgrade of intersection to a roundabout</u> -	<u>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).</u>

Draft of Figure to be inserted as map in Appendix 15-10. This currently shows all upgrades included those forming the HCC position.



