

Planning Evidence – Attachment 1A

Transport Triggers

Blue = notified PC7 text

Red = 42A recommended text

Red strikethrough with yellow highlight = occurrence where council's own internal text editing has not been deleted.

Light Blue = Applicant Planning evidence changes

Chapter 3 -

3.6A.4.2 Staging and Infrastructure Provision

(f)

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.

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.

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.~~

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.~~

i. The first new dwelling/lot shall provide a collector transport corridor to SH39 and a new roundabout at that intersection with SH39.

ii. Any subdivision or development that results in the cumulative number of dwellings/lots 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		
<u>Transport corridor construction or improvement</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 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>
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</u>

Table 1: Transport Triggers and upgrades within Rotokauri North			
<u>Transport corridor construction or improvement</u>	<u>Construction or improvement</u>		<u>Development trigger</u>
			<u>which connects to Burbush Road).</u>
3. <u>Burbush Road – between that part of Burbush Road (shown on Figure 2-8) to be realigned and SH39 Intersection</u>	<u>Without the minor arterial in place/ until the Minor Arterial is in place</u>	<u>Seal widening to 7.7m</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 berm is within Waikato District and adjoins a rural environment.</u>		<u>The first new dwelling/lot with access onto Exelby Road (including via any new roading connection which connects to Exelby Road).</u>
5. <u>Pedestrian/Cycle Connection.</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>Dedicated facilities for walking and cycling (or a shared path) are to be provided on the collector roads within the Rotokauri North area.</u>		<u>The first new dwelling/lot must provide for a connection to SH39/Burbush Road intersection. This connection may include a combination of permanent and temporary solutions (including “off road” solutions).</u> <u>Each subsequent stage of subdivision/development for additional dwellings/lots must maintain a connection to SH39/Burbush Road intersection. This may include a combination of permanent and temporary solutions (including “off road” solutions), until such time that a permanent connection is in place.</u>

<u>Table 2: Transport Triggers and upgrades outside of Rotokauri North</u>		
<u>Transport corridor construction or improvement</u>	<u>Development trigger</u>	<u>Construction or improvement</u>
<u>Burbush Road south of Rotokauri North (Rural Road)</u> <u>For the entire length of the rural transport corridor to meet the northern Stage 1 Rotokauri boundary</u>	<u>500 dwellings/lots</u>	<u>Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders)</u>
<u>Exelby Road/Burbush Road Intersection</u>	<u>500 dwellings/lots</u>	<u>Upgrade to single priority intersection with right turn bay</u>

Chapter 25 – CityWide

Rule 25.14.4.3

Rotokauri North

- n) In addition to the Broad ITA content specified in 25.14.4.3 m), any Broad ITA prepared in relation to development within Rotokauri North shall include, but not be limited to:
- i. Specific consideration of demand, safety, levels of service and options for mitigation at the following intersections and transport corridors:
- A. Exelby Road / State Highway 39 intersection;
 - B. Collector 1 / State Highway 39 intersection;
 - A. Te Kowhai Road / State Highway 39 / Burbush Road intersection;
 - B. Burbush Road; and
 - C. Exelby Road between Rotokauri North and the Rotokauri Road / Exelby Road intersection inclusive; ;and
- ii. Evidence of the following consultation and responses to the issues raised in that consultation:
- A. Consultation with Waikato Regional Council and Hamilton City Council on the provision of public transport to service Rotokauri North. The consultation is to include:
 - 1. The location, alignment and corridor cross-section dimensions of the collector network;
 - 2. Identifying locations for public transport infrastructure described in Rule 3.6A.4.6; and

- ~~3. Opportunities to extend public transport services to and within Rotokauri North, including any prerequisite development thresholds and when and how these services will be funded and when and how these services will be funded;~~
- ~~B. Consultation with Waikato District Council about effects, if any, on the parts of Exelby Road and Te Kowhai Road that are in that Council's jurisdiction;~~
- ~~C. Consultation with Waka Kotahi (the New Zealand Transport Agency) about transport effects, if any, on State Highway 39 or State Highway 1;~~

New Information Requirement - Appendix 1

Rotokauri North

In addition to the Broad ITA content specified in 25.14.4.3 m), any Broad ITA prepared in relation to development within Rotokauri North shall include, but not be limited to:

- i. Specific consideration of demand, safety, levels of service and options for mitigation at the following intersections and transport corridors:
 - A. Exelby Road / State Highway 39 intersection;
 - B. Collector 1 / State Highway 39 intersection;
 - D. Te Kowhai Road / State Highway 39 / Burbush Road intersection;
 - E. Burbush Road; and
 - F. Exelby Road between Rotokauri North and the Rotokauri Road / Exelby Road intersection inclusive: ;