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Enquiries to: Hannah Craven



8 October 2021

Private Plan Change 7 – Rotokauri North Independent Hearing Panel
Hamilton City Council
07 838 6699 (Hamilton City Council City Planning Unit)

Private Bag 3038
Waikato Mail Centre
Hamilton 3240, NZ

waikatoregion.govt.nz
0800 800 401

Attn: Steve Rice
Email: steve@riceres.co.nz

Dear David Hill (Chairperson), Alan Watson and Shane Solomon

Waikato Regional Council Submission to Private Plan Change 7 – Rotokauri North to the Hamilton City Council District Plan

I request that this letter is tabled at the hearing on 20 October 2021, confirming support for the proposal and recommendations as presented in the Section 42A planning report. These proposed provisions relating to public transport provide satisfactory certainty that positive public transport outcomes will be achieved whilst allowing for flexibility in the methods through which public transport will be provided.

Should the s42A author for Hamilton City Council change their position or recommendations relating to public transport prior to the hearing as a result of outcomes from the expert conferencing for transport on 12 October 2021, WRC's position outlined in this letter may be subject to change. Email correspondence with the Hearings Administrator, Steve Rice, on 4 October 2021 (attached) confirmed this approach is acceptable.

Waikato Regional Council (WRC) made a submission to Private Plan Change 7 – Rotokauri North in March 2020. The submission expressed general support for the plan change and raised some issues relating to stormwater management as well as made comment on the need to provide public and active transport options in Rotokauri North. These matters have been sufficiently considered and provided for through the plan change and the recommended provisions of the s42A report.

WRC's submission supported the recommendation of the Integrated Transportation Assessment that provision of a public transport service will be considered by Hamilton City Council after 1000 dwellings have been constructed. An issue that has since come about is the need to provide an interim public transport solution to support the early stages of subdivision and development, prior to provision of a full public transport service. An interim public transport solution is important for providing a viable travel alternative for those unable to access a private vehicle and for engraining travel behaviours from the outset to meet Hamilton City Council's mode-share targets and goals related to reducing reliance on private vehicles for travel. The s42A report suggested an effective response to an interim public transport solution would require early roll-out of public transport infrastructure and removal of funding constraints.

Since lodgement of WRC's 2020 submission, it has become increasingly apparent that local government is to make every effort to support a low-carbon transport system which will require consideration to be given to alternative (active and public) transport modes earlier in development planning than what was previously considered economically viable.

WRC acknowledges that the issue of providing an interim public transport solution goes beyond the scope of what was raised in its initial submission and is unprecedented in district plan change processes. We acknowledge that we do not have a financing model identified but look forward to continuing discussions with the developer to provide the best public transport services for the Rotokauri North area.

In order to provide certainty that positive public transport outcomes and mode-shift will be achieved, WRC considers it important that these discussions continue over the course of the development stages, acknowledging that not everything to allow for this shift will be in place from day one. WRC strongly supports the plan provisions as recommended by the s42A officer (see Attachment 1).

Should you have any queries regarding the content of this letter please contact Hannah Craven, Graduate Policy Advisor, Strategic and Spatial Planning, directly on (07) 859 2831 or by email Hannah.craven@waikatoregion.govt.nz.

Yours sincerely



Lisette Balson
Acting Manager, Strategic Policy Implementation

Attachment 1: Recommended plan provisions, as supported by the s42A report

Chapter 3

Rule 3.6A.4.2 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.

Rule 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 cross roads 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.

Chapter 25

Rule 25.14.4.3 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;
 - C. Te Kowhai Road / State Highway 39 / Burbush Road intersection;
 - D. Burbush Road; and
 - E. 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.

Appendix 1

Assessment Criteria O – Rotokauri North

O7	The creation or upgrading of all or part of a transport corridor that is described in Rule 3.6A4.4 and the extent to which public transport infrastructure of the type described in Rule 3.6A4.4 will: <ul style="list-style-type: none"> a. Be included in the transport corridor. b. Enable and encourage the use of public transport.
O10	The timing for public transport services and the extent to which demand responsive public transport services are provided to reduce the reliance on the private vehicle for travel.

Integrated Transportation Assessment Report

Table 13-1: Implementation Plan

<i>Upgrades/proposed road provision</i>	<i>Upgrade</i>	<i>Comments</i>	<i>Funder</i>
As required	Provision of Public Transport	Provision of a PT network to serve the area recommended to occur after 1000 dwellings have been constructed.	Council

Attachment 2: Email correspondence between WRC and Hearings Administrator

From: Hannah Craven [<mailto:Hannah.Craven@waikatoregion.govt.nz>]
Sent: Monday, October 4, 2021 12:11 PM
To: Steve Rice
Cc:
Subject: Rotokauri North PC7 - Direction #5 Expert Planning Conferencing

Thanks for that, Steve.

We intend to send through our letter to the hearings panel to you by the end of the week in accordance with the timeframe for submitter evidence, and will wait to hear outcomes/changes in position resulting from the conferencing in the meantime.

Ngā mihi,
Hannah

Hannah Craven | GRADUATE POLICY ADVISOR | Strategic and Spatial Planning, Science, Policy & Information
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Private Bag 3038, Waikato Mail Centre, Hamilton, 3240

From: Steve Rice <steve@riceres.co.nz>
Sent: Monday, 4 October 2021 1:00 pm
To: Hannah Craven <Hannah.Craven@waikatoregion.govt.nz>
Cc: Miffy Foley <Miffy.Foley@waikatoregion.govt.nz>; Vincent Kuo <Vincent.Kuo@waikatoregion.govt.nz>; Andrew Carnell <Andrew.Carnell@waikatoregion.govt.nz>
Subject: RE: Rotokauri North PC7 - Direction #5 Expert Planning Conferencing

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HCC staff suggest that it would be your decision on appearing or not, and would consider any JWS, still to come, that may influence that decision, otherwise all is fine with your logic.

Kind Regards

Steve Rice (Rice Resources Ltd)

Mob: 0211912346. Office: 07 8465267.

steve@riceres.co.nz (20MB Mail Box)

Courier: 2 Ayrshire Drive, Grandview Heights, HAMILTON 3200 (New Zealand)

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From: Hannah Craven [<mailto:Hannah.Craven@waikatoregion.govt.nz>]
Sent: Monday, October 4, 2021 12:11 PM
To: Steve Rice
Cc: Miffy Foley; Vincent Kuo; Andrew Carnell
Subject: Rotokauri North PC7 - Direction #5 Expert Planning Conferencing

Kia ora Steve

Apologies for the delay in sending you this email, I've been on leave for the past week.

I see I've been invited to attend expert planning conferencing on behalf of WRC for the Rotokauri North Proposed Private Plan Change this Wednesday 6 October and WRC's transport experts Vince Kuo and Andrew Carnell have been invited to the additional transport caucusing on Tuesday 5 October. Having seen the agendas, it is unclear what WRC's involvement is to be at these meetings, given the scope of our submission, and we do not consider our attendance will be necessary.

WRC's position after the first transport conferencing meeting is that we support the recommendations as presented in the S42A planning report, and that the proposed provisions relating to public transport provide satisfactory certainty that positive public transport outcomes will be achieved whilst allowing for flexibility in the methods through which public transport will be provided. We have no other concerns with the plan change.

At this stage, the intention is to detail this position in a letter to the hearings panel to be tabled at the hearing, and to not give evidence at the hearing. However, should the s42A author for HCC change their position or recommendations relating to public transport prior to the hearing, we would like to be heard. Please let me know if this approach is acceptable.

Ngā mihi,
Hannah

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