

18 March 2020

Hamilton City Council  
Plan Change 7 Submission  
City Planning Unit  
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Hamilton 3240  
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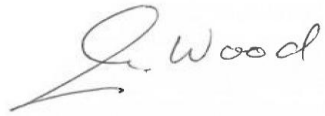
Name of Submitter: **New Zealand Transport Agency** (the Transport Agency)

**Re: Plan Change 7 – Rotokauri North Private Plan Change (Hamilton City Council Operative District Plan)**

1. Under Section 95 of the Land Transport Management Act 2003 (**LTMA**), Waka Kotahi (the **Transport Agency**) has a statutory obligation to ensure that State Highways operate in an effective, efficient and safe manner for the public. State Highway 39 adjoins the northern boundary of the Proposed Plan Change 7 (PPC7) area.
2. Having reviewed the notified material, we wish to advise that the Transport Agency **supports** Proposed Plan Change 7. However, this support is provided on the basis that further amendments are made to PPC7 (see Appendix A). These amendments are considered necessary for the Transport Agency to meet its obligations under Section 95 of the LTMA.
3. Since public notification, the Transport Agency has been working with the applicant's traffic engineers (Commute) to clarify a number of issues which form the basis of this submission. We understand that the notified Integrated Transport Assessment is being updated. The Transport Agency would welcome the opportunity to review this document prior to the hearing.
4. The New Zealand Transport Agency could not gain an advantage in trade competition through this submission.
5. The Transport Agency would like to be heard in support of its submission. If others make a similar submission, the Transport Agency will consider presenting a joint case with them at a hearing.

If you have any queries regarding this submission, please contact Mike Wood on (09) 9288756 or [mike.wood@nzta.govt.nz](mailto:mike.wood@nzta.govt.nz)

Yours sincerely

A handwritten signature in black ink that reads "Mike Wood". The signature is written in a cursive style with a large, stylized initial "M" and a long, sweeping underline.

**Mike Wood**

Principal Planner Consents and Approvals

NZ Transport Agency

**Appendix A: Proposed Amendments to Proposed Plan Change 7 Rotokauri North (Hamilton Operative District Plan)**

NZTA proposed amendments are shown by blue underline

	<b>Section of Plan and Provision</b>	<b>Support/Oppose</b>	<b>Reasons and Decision Sought</b>
1	<p><b><u>3. Structure Plans, Section 3.6A</u></b></p> <p><b><u>Policy 3.6A.2.4d</u></b></p> <p><u>Avoid new driveway crossings onto the State Highway, or new roading connections which are not identified on the Structure Plan.</u></p>	Support	The Transport Agency supports proposed policy 3.6A.2.4d. Additional driveway crossings or additional new roading connections on State Highway 39 (not identified on the Structure Plan) increase the potential for adverse traffic safety effects on road users.
2	<p><b><u>3. Structure Plans, Section 3.6A</u></b></p> <p><b><u>Objective 3.6A.2.5</u></b></p> <p><u>Subdivision and development is coordinated with the delivery of infrastructure.</u></p>	Support	The Transport Agency supports proposed objective 3.6A.2.5 and policy 3.6A.2.5a because they require an integrated approach to the provision of infrastructure and land use development. This approach is critical for infrastructure providers to ensure that levels of service are not compromised.

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3	<p><b><u>3. Structure Plans, Section 3.6A</u></b></p> <p><b><u>Policy 3.6A.2.5a</u></b></p> <p><u>Require subdivision and development to coordinate and undertake the commensurate level of infrastructure design, funding and implementation.</u></p>	Support	
4	<p><b>New policy</b></p>	Support with amendments	<p>The Transport Agency requests a new policy to support objective 3.6A.2.4 (a) which addresses the minimisation of effects on the State Highway. This is considered necessary because the Plan Change is reliant on new and existing connections to State Highway 39.</p> <p><b>Amendments</b></p> <p><b>New Policy</b></p> <p><u>Ensure any adverse transport effects of providing access to State Highway 39 to service subdivision and development are less than minor; in particular the following parts of the transport network as shown on Figure 2-8A Rotokauri North Structure Plan:</u></p> <ul style="list-style-type: none"> <li>• <u>New State Highway 39 and Collector Road 1 intersection;</u></li> <li>• <u>Existing State Highway 39 and Exelby Road intersection;</u></li> <li>• <u>Existing State Highway 39 and Burbush Road Intersection; and</u></li> <li>• <u>The mid-block sections of State Highway 39 between these intersections.</u></li> </ul>

	Section of Plan and Provision	Support/Oppose	Reasons and Decision Sought
			<p>This new policy, if adopted, will require a consequential amendment to Appendix 2, Figure 2-8A to indicate the location of the proposed State Highway 39 and Collector 1 intersection as this is currently not notated.</p>
5	<p><b><u>3. Structure Plans, Section 3.6A</u></b></p> <p><b><u>Rule 3.6A.4.2 Staging and Infrastructure Provision d) Transport</u></b></p>	<p>Support with amendments</p>	<p><u>State Highway 39/Proposed Collector 1 intersection</u></p> <p>The Transport Agency is aware that there is a concurrent qualifying development application under the Special Housing Areas legislation which encompasses the development of a portion of the Plan Change area (effectively the Stage One development). A new intersection is required at the proposed Collector 1/SH39 intersection to service Stage 1 and any development beyond this stage.</p> <p>In the event that the Qualifying Development does not proceed, the Transport Agency requests that this rule addresses the access requirements for the servicing of the Stage 1 development as it relates to State Highway 39. The Transport Agency's expectation is that this new intersection will operate as a roundabout (with no interim priority-controlled t-intersection option) to address potential safety effects arising from traffic entering and exiting this development. The turning vehicle movements introduced by the development will create an increased risk of death or serious injuries to road users on State Highway 39, unless a roundabout is provided to reduce the likelihood of high-severity side impact crashes.</p> <p><u>Provision of a segregated two-way cycle path alongside State Highway 39</u></p> <p>To ensure that the development of the PPC7 area provides opportunities for residents to utilise the wider cycling network, the Transport Agency seeks an additional rule requiring the provision of a cycling path to be located within the PPC7 area adjacent to the SH39 road reserve (not within the SH39 road corridor). The cycle way should connect between the SH39/Proposed Collector 1 intersection and the SH39/Burbush roundabout and include appropriate safe and convenient provision for cyclists crossing Burbush Road (or Minor Arterial Road) and Collector Road 1. The provision of a segregated cycle way in this location would assist with cycling in particular; enabling more direct connections to the Waikato Expressway Cycle Path. Providing facilities to promote</p>

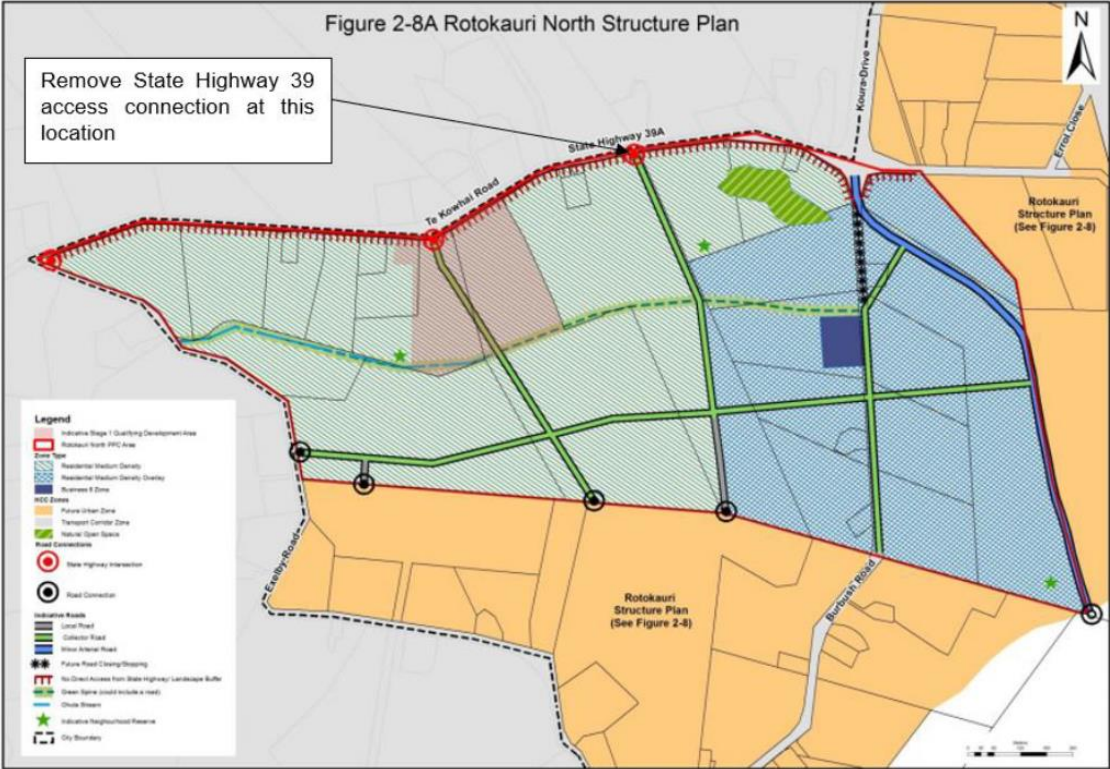
	Section of Plan and Provision	Support/Oppose	Reasons and Decision Sought
			<p>alternative modes of transport is a key component of the Transport Agency's strategic document "Keeping Cities Moving" (Sep 2019).</p> <p>This additional rule, if adopted, will require a consequential amendment to Appendix 2, Figure 2-8A to provide an indicative location for this cycle-way.</p> <p><u>Integrated Transport Assessment</u></p> <p>The Transport Agency supports the use of Integrated Transport Assessments to assess subsequent stages of development. We understand that the staging of PPC7 beyond Stage 1 would trigger the broad ITA requirements under the Hamilton Operative District Plan. To ensure that our interests are captured in future ITAs we also seek an additional rule that requires consultation with the Transport Agency. A similar rule was included (in the decisions version) of the Te Awa Lakes Plan Change.</p> <p><b>Amendments</b></p> <p>d) <u>Transport</u></p> <p>i <a href="#"><u>Prior to the occupation of any new dwelling or unit, a roundabout shall be designed and constructed in accordance with the NZ Transport Agency's standards at the intersection of SH39 and Proposed Collector 1 (as shown on Figure 2-8A Rotokauri North Structure Plan).</u></a></p> <p><del>ii.</del> i. Prior to any development beyond Stage One occurring, an Integrated Transport Assessment (ITA) report prepared by a suitably independent, experienced and qualified person shall be submitted with any resource consent application for such development (as required by Rule 25.14.4.3).–The purpose of the ITA is to identify the number of lots/dwellings that can be developed beyond Stage One, prior to the construction of the strategic transport corridors identified below.</p>

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			<p><i>Note: it is acknowledged that as a staged development the construction of the strategic transport corridors may not necessarily be required at the same time, therefore the “triggering” of specific thresholds identified in the ITA may be dependent on the sequence of staging.</i></p> <p>iii.ii. Once development has reached the threshold identified in the ITA report (as relevant to “triggering the necessary strategic transport corridor” any resource consents for further residential lots/dwellings shall include and provide for the following:</p> <p>a. Extension of the primary east-west collector route (as shown in Appendix 2 Figure 2-9B) from Stage One in an eastwards direction connecting to Burbush Road; and</p> <p>b. Construction of the north-south arterial corridor (as shown in Appendix 2 Figure 2-9B) that lies within the Rotokauri North Structure Plan area.</p> <p>iv. <u>A two-way cycle path shall be provided prior to the occupation of any new dwelling or unit and shall:</u></p> <ul style="list-style-type: none"> <li>• <u>be located adjacent to the SH39 road reserve (not within the SH39 road corridor) connecting between the SH39/Proposed Collector 1 intersection and the SH39/Burbush Road (or Minor Arterial) roundabout; and</u></li> <li>• <u>include appropriate safe and convenient provision for cyclists crossing Burbush Road (or Minor Arterial Road) and Collector Road 1.</u></li> </ul> <p>v. <u>The ITA is to include evidence of consultation with the NZ Transport Agency and how any feedback from them has been addressed.</u></p>
6	<b><u>3.6A.4.3 b) Staging Activity Status – assessment criteria</u></b>	Support with amendments	On the basis that the requested amendments under rule 3.6A.4.2 above are adopted, further consequential amendments will be required to the assessment criteria under 3.6A.4.3 b) to include the impacts of non-compliance of Rule 3.6A.4.2 d) i. on State Highway 39.

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			<p>The Integrated Transport Assessment indicates that the following (existing) intersections should also be assessed at each sub stage to determine whether further upgrades are required:</p> <ul style="list-style-type: none"> <li>- Exelby Road/SH39 intersection; and</li> <li>- Te Kowhai Road/SH39/Minor Arterial Road intersection (currently Burbush Road connection)</li> </ul> <p>The assessment criteria do not specifically provide for this assessment and potential upgrade(s). The Transport Agency requests that this is included in the Plan Change to guide future ITA's.</p> <p>In the event that the cycle path, cannot be provided in full at the required time, an additional assessment criteria is also requested to provide an opportunity for alternative cycle connections to be assessed in consultation with the relevant roading authorities.</p> <p><b>Amendments</b></p> <p>iv. The extent to which additional traffic arising from development that is in noncompliance with Rule 3.6A.4.2 will adversely impact on the efficiency and safety of Exelby Road and Burbush Road <a href="#">and State Highway 39</a>.</p> <p>v. Mitigation works to ensure that development does not result in long term adverse effects on the efficiency, safety and functioning of the existing and planned transport network, <a href="#">including State Highway 39</a>.</p> <p><a href="#">(ix). Effects of additional traffic on the intersections identified below and any mitigation proposed to address those effects:</a></p> <ul style="list-style-type: none"> <li>- <a href="#">intersection of State Highway 39/Exelby Road; and</a></li> <li>- <a href="#">intersection of State Highway 39/Te Kowhai Road/Minor Arterial Road intersection.</a></li> </ul>



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			<p><a href="#">(x). whether there are alternative off-road active transport mode connection(s) which can provide an accessible and safe connection to the wider walking and cycling network.</a></p>
7	<p><b><u>Appendix 2: Structure Plans, Figure 2-8A Rotokauri North Structure Plan</u></b></p>	<p>Support with amendments</p>	<p><u>Additional State Highway 39/Collector Road access</u></p> <p>The Transport Agency generally supports the Proposed Rotokauri North Structure Plan as shown by Figure 2-8A. However, we do not support the additional collector access connection (see NZTA annotation on Figure 2-8A below) to State Highway 39 and therefore request that this is removed. We also request that any consequential amendments to PPC7 where this access point is subject to a provision are amended to remove it.</p> <p>While State Highway 39 is not a Limited Access Road, the Transport Agency's preference is to ensure that any new local road connections to the State Highway are essential from a transport servicing perspective and that there are no alternative road(s) that can provide access to the development. This is particularly the case where the state highway is subject to rural (&gt; 70 kph) speed environments. It also preserves the form and function of the road network hierarchy. We understand from the transport modelling provided for the development that the removal of this access point will not adversely impact on the performance of either the Proposed Collector 1/State Highway 39 intersection, the existing Exelby Road/State Highway 39 or SH39 / Burbush Road roundabout. However, an additional intersection does introduce the potential for reduced safety for all road users. Furthermore, injury crash rates for cyclists are typically higher at a roundabout than a midblock location with no intersections because the 30km/h safe system threshold impact speed for cyclists is exceeded at most roundabouts. Therefore, the Transport Agency requests the removal of this proposed Collector Road 2 intersection with SH39.</p> <p><b>Amendment</b></p> <p>Amend Figure 2-8A Rotokauri Structure Plan as shown</p>

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		<p style="text-align: center;">Figure 2-8A Rotokauri North Structure Plan</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-bottom: 10px;"> <p>Remove State Highway 39 access connection at this location</p> </div>  <p style="text-align: right; font-size: small;">Proposed Rotokauri Plan Change Version</p>
<p><b>8</b> <u>Chapter 25 – City Wide Rule 25.14.4.1 K</u> <u>Location Restrictions in Rotokauri North</u></p> <p>k) <u>Location Restrictions in Rotokauri North</u></p>	<p>Support</p>	<p>The Transport Agency supports proposed rule 25.14.4.1 K ((ii). Additional driveway on State Highway 39 (not identified on the Structure Plan) increase the potential for adverse traffic safety effects on road users.</p>

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	<u>ii. No new vehicle crossing(s) may have direct access from State Highway 39.</u>		
9	<p><b><u>Appendix 1 – District Plan Administration</u></b></p> <p><b><u>1.3.3 Restricted Discretionary, Discretionary and Non-complying assessment criteria</u></b></p> <p><u>O Rotokauri North</u></p> <p><u>O1 For any subdivision adjacent to the SH39 network:</u></p> <p><u>a) Subdivision should establish a landscape buffer against SH39 (with a minimum width of 3m), and establish suitable legal mechanism for ongoing protection of the landscape buffer.</u></p>	Support	The Transport Agency supports proposed rule 1.3.3 O1, a). The provision of a landscape buffer could provide a potential location for the cycle-lane path sought by the Transport Agency through proposed rule 3.6A.4.2 d) iv).