

Your Comment on the Rotokauri North Stage 1

All sections of this form with an asterisk (*) are mandatory.

1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

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|--|-----------------------------------|--------------------|------------|
| Organisation name (if relevant) | Waikato District Council | | |
| *First name | Summer | | |
| *Last name | Salmon | | |
| Postal address | Private Bag 544, Ngaruawahia 3742 | | |
| *Home phone / Mobile phone | 0272153432 | *Work phone | 0272153432 |
| *Email (a valid email address enables us to communicate efficiently with you) | Summer.Salmon@waidc.govt.nz | | |

2. *We will email you draft conditions of consent for your comment

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|-----|--|--------------------------|--|
| Yes | I can receive emails and my email address is correct | <input type="checkbox"/> | I cannot receive emails and my postal address is correct |
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3. Please provide your comments on this application

The land subject to the proposed application is wholly contained within Hamilton City Council boundaries (HCC); however, the western and northern edges of the wider development site (and the Stage 1 land) are adjacent to the territorial boundary between HCC and Waikato District Council (WDC).

The land opposite/adjacent the subject site located within the WDC jurisdiction is zoned "Rural" under the Operative Waikato District Plan (ODP) and "General Rural" under the Decisions Version of the Proposed Waikato District Plan (PDP).

Under the ODP, the roading network assumes the same zone as the adjoining zone. Where the zoning is different on opposite sides of the road, the zoning extends to the centre line of the road (as is the case here). The application states that the roading network also assumes the same zoning as the adjoining zone under the PDP. However, roads do not have a zone under the PDP. There are rules that relate to minor upgrades of existing roads under the PDP which I consider relevant.

The proposal will require resource consent under the ODP for the following reasons:

- The proposal creates a network utility (road) that may not fully comply with permitted standards in accordance with Rule 25.13

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- The proposed activity is a new activity which will generate additional traffic movements in accordance with Rule A14.A as a restricted discretionary activity
 - The replacement vehicle crossings for 338 and 336 Te Kowhai Road will not meet the required separation distance from the new intersection (and possibly other crossings) Rule 25.15.2 (A14.A.2)
 - The earthworks associated with the SH39 works are likely to exceed the permitted standards in accordance with Rule 25.25.

The proposal will require resource consent under the PDP for the following reasons:

- The operation and minor upgrade of an existing public road (including a state highway) in accordance with Rule TRPT-R5(2) as a restricted discretionary activity. This applies to the Exelby Road works associated with the new culvert or bridge and works on the SH39. Should it be determined that the new roundabout and associated works and/or the Exelby Road works are not a “minor upgrade” the proposal may require consent as a discretionary activity pursuant to Rule AINF-R18.
- The replacement vehicle crossings for 338 and 336 Te Kowhai Road will not meet the required separation distance from an intersection.

Regarding roading matters, Councils Roding Team met with the Applicant's team in May 2022 to discuss the proposal. Councils Roding Team provided their feedback on the application at that time. Following review of the application and supporting documentation, Councils Roding Team provide the following comments:

From a roading perspective there are no direct effects on our roading network as the development will connect directly to Te Kowhai Road which is a state highway managed by Waka Kotahi and Exelby Road is managed by Hamilton City Council. As well as having no direct access to WDC roads, most of the traffic is expected to travel within Hamilton City.

One thing we didn't discuss with the Applicant's team and worth noting is that until the Ministry Of Education establishes a primary school within consequent stages, Stage 1 appears to fall within the school zone catchments of Rotokauri School and Te Kowhai School, which are both within Waikato District Council and have existing traffic congestion at busy pickup & drop off times. These are potentially direct effects, if only temporary, but could be mitigated by a bus service until a local school is established. But is not addressed within the application.

Regarding three waters, Councils Service Delivery Team have reviewed the application and supporting documentation and have no comments to add.

Regarding ecological matters, it appears the ecological impacts on Lake Rotokauri may not have been assessed by an ecologist. If this is the case, Council requests this assessment is undertaken having regard to climate change.

In principle, Waikato District Council is satisfied that the proposal can proceed on the following basis:

- The effects of any activities requiring resource consent from Waikato District Council will be assessed at time of application
- As long as traffic congestion around Rotokauri and Te Kowhai Schools is managed appropriately, Councils Roding Department are satisfied the proposal will not adversely impact on the safety and efficiency of the roading network within WDC jurisdiction.
- Councils Service Delivery Team are satisfied that stormwater will be managed appropriately following review of the supporting technical reports provided with the application.
- Council trust that all downstream effects of the proposal will be addressed by the Applicant

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- Council trust the Applicant will update/notify/consult with Waikato District Council of any activities that will/may impact land/people within WDC jurisdiction
 - Council understand we will have the opportunity to review draft conditions prior to determination of the application.