

NZ Transport Agency Waka Kotahi Reference: 2024-1141

21 May 2025

Hamilton City Council
260 Anglesea Street,
Hamilton, 3204

Via email: planchange@hcc.govt.nz

Dear Hamilton City Council,

Submission on Private Plan Change 17 to the Operative Hamilton City Plan by Fonterra- Te Rapa North Industrial

Attached is the NZ Transport Agency Waka Kotahi (NZTA) submission on the rezoning of 91ha of land from Deferred Industrial Area to Te Rapa North Industrial Zone under the Operative Hamilton City Plan.

We welcome the opportunity to discuss the contents of our submission with council officers / the applicant as required.

If you have any questions, please contact me.

Yours sincerely



Sam Kay
Planner – Poutiaki Taiao / Environmental Planning
System Design, Transport Services

FORM 5, CLAUSE 6 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991

Submission on Private Plan Change 17 – Te Rapa Industrial

To: Hamilton City Council
Private Bag 3010
Hamilton, 3204

Via email: planchange@hcc.govt.nz

From: NZ Transport Agency Waka Kotahi
P.O Box 973
Waikato Mail Centre
Hamilton, 3240,

1. This is a submission on the following:

Private Plan Change 17 (Te Rapa North Industrial) to the Operative Hamilton City Plan by Fonterra.

The plan change seeks to rezone 91 ha of land across the subject sites from Deferred Industrial Area to Te Rapa North Industrial Zone. Currently the land is utilised for rural and residential purposes.

In addition to the industrial rezoning, the plan change will result in the following changes to the Hamilton City Plan:

- Extend 0.5ha of Natural Open Space Zone alongside the Waikato River, bringing the total zoned area to 1.7ha.
- A new Structure Plan for the area, which guides the development of the plan change area.

2. NZ Transport Agency Waka Kotahi (NZTA) could not gain an advantage in trade competition through this submission.

3. Role of NZTA

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Roading Powers Act 1989. The primary objective of NZTA under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

An integrated approach to transport planning, funding and delivery is taken by NZTA. This includes investment in public transport, walking and cycling, local roads and the construction and operation of state highways.

4. State highway environment and context

State Highway 1C is located on the western boundary of the plan change site. State highway 1C is identified in NZTA's One Network Framework as a High Volume Road and has a speed limit of 100km/h.

It has an annual average daily traffic volume of 6457 vehicles travelling north (11% of these are heavy vehicles) and 6369 vehicles per day travelling south (7% of these are heavy vehicles).

NZTA understand that the plan change area will gain access via Te Rapa Road in which Hamilton City Council are the road controlling authority.

The Horotiu Interchange provides access to Te Rapa Road from State Highway 1C to the north of the site.

5. The specific provisions of the proposal that this submission relates to are:

6. The consideration for NZTA is the increase in traffic volume at the Horotiu interchange and the impact this may have on the safety and efficiency of the interchange.

7. The submission of NZTA is:

- (i) NZTA supports Private Plan Change 17 to the extent outlined in this submission.
- (ii) NZTA has reviewed the supporting Integrated Transport Assessment (ITA). As outlined above, the key consideration for NZTA is the impact that the plan change may have on the Horotiu interchange.
- (iii) The Horotiu interchange consists of two roundabouts, the Eastern Horotiu interchange roundabout and the Western Horotiu interchange roundabout. Following the review of the ITA, NZTA understands that the proposed plan change will result in additional queuing at the Horotiu interchange in all infrastructure scenarios, except for PM peaks in infrastructure 4 which includes the completed Northern River Crossing.
- (iv) The ITA has identified that the safety performance of the Eastern Horotiu interchange roundabout is not adversely affected by the worse-case queue length. The AM Peak under Scenario 2 generates the worst-case performance where the southbound off-ramp right turn operates at LOS C with an average delay of 24 s/veh and a 95th percentile queue length of 13.5 metres. LOS C is considered an acceptable level of service.
- (v) In relation to the Western Horotiu interchange roundabout, the ITA identifies that for Scenarios 2 and 3 the average delay during the PM peak periods for the eastbound Great South Road through movement at the western roundabout, increases from 16 s/veh in the 2035 baseline to over one minute, culminating in LOS F and a 95th percentile queue length of 81 m under Scenario 3.
- (vi) The modelling results for Scenario 4 show that the completion of the Northern River Crossing from Te Rapa Road to Resolution Drive will improve the performance of the Horotiu Interchange back to 2035 baseline levels. If the Northern River Crossing is delayed beyond 2045, separate mitigation has been identified to address the LOS F eastbound Great South Road through movement at the western roundabout for Scenario 3. However, this mitigation has not been identified as an upgrade under '3.9.4.2 Transport Infrastructure Upgrades' of the proposed plan change provisions.
- (vii) Whilst 3.9.4.2 does not identify specific mitigation to address the LOS-F in Scenario 3, NZTA understands that all Land Development Plan consent applications, and resource consent applications in the Te Rapa North Industrial Structure Plan area, will require a broad ITA in accordance with 3.9.4.2 (b). The ITA is to include evidence of consultation with NZTA. On this basis, NZTA is satisfied that there will be an opportunity at resource consent stage to provide further input.
- (viii) NZTA understands that stormwater will be managed onsite and expects that there is to be no impact on state highway stormwater infrastructure.

8. NZTA seeks the following decision from the local authority:

(i) NZTA supports Private Plan Change 17 in its entirety.

9. NZTA does not wish to be heard in support of this submission.

10. NZTA is willing to work with the Hamilton City Council in advance of a hearing.



Claudia Kirkbride – Poutiaki Taiao / Environmental Planning
System Design, Transport Services
Pursuant to an authority delegated by NZ Transport Agency Waka Kotahi

Date: 21/05/2025

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