

**BEFORE THE INDEPENDENT HEARING PANEL ON PROPOSED PRIVATE PLAN  
CHANGE 13 TO THE OPERATIVE HAMILTON CITY DISTRICT PLAN**

**IN THE MATTER** of the Resource management Act 1991 (the Act)

**AND**

**IN THE MATTER** of proposed Private Plan Change 13 to the Hamilton City  
District Plan

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Summary of evidence of Sivakumaran Balachandran on behalf of the Waikato  
Racing Club Incorporated  
Dated: 22 August 2023

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**MAY IT PLEASE THE INDEPENDENT HEARING PANEL**

**INTRODUCTION**

1. My name is Sivakumaran Balachandran. I have previously given a statement of evidence in chief and a statement of rebuttal evidence in relation to the above matter, dated 26 July and 17 August 2023 respectively.

**CODE OF CONDUCT**

2. I re-confirm that I will abide by the code of conduct for expert witnesses, as set out in the Environment Court's Practice Note 2023.

**SUMMARY OF EVIDENCE**

3. As directed by the Hearing Panel, the following statement provides a summary of my evidence on behalf of the Waikato Racing Club Incorporated ("WRCI") in support of proposed Plan Change 13 to the Hamilton District Plan ("PPC13").
4. WRCI seek to change the zoning of approximately 6.5 hectares ("ha") of the Te Rapa Racecourse site from Major Facilities Zone to Medium Density Residential Zone with a supporting Precinct Plan, and an area of approximately 1,100 m<sup>2</sup> from Major Facilities Zone to Industrial Zone.
5. The development concept plan envisages approximately 200 residential dwellings to be developed based on a mix of single dwellings, townhouses and apartments.
6. The expected trip generation for the completed residential development is approximately 1,500 vehicle trips per day and 160 trips per peak hour.

7. The following key transport infrastructure components are proposed to facilitate high quality transport outcomes for the rezoning proposal:
  - (a) A new access intersection to the site on Sir Tristram Avenue.
  - (b) The internal public road network which consists of different road sections. Speed management, safety, mode neutrality and ensuring appropriate use is at the core of the network layout and cross-section designs.
  - (c) A high level of amenity is provided for pedestrian footpaths internally throughout the site to key connection points to the wider network.
  
8. The overall transportation effects of the proposed rezoning on the adjoining road network are likely to be moderate to significant without any transport mitigation measures, due to the existing road network infrastructure. However, with the following recommended infrastructure upgrades relating to safety, capacity, connectivity, and accessibility of all anticipated vehicle and active travel modes, I consider that the transportation effects of the rezoning will be sufficiently mitigated to an acceptable level, which is no more than minor.
  
9. The following are the recommended infrastructure upgrades. Triggers have been assessed and proposed under Rule 4.8.12 to identify the timing of these upgrades as staged implementation of development occurs:
  - (a) Access to the Site:
    - (i) A no-parking restriction be introduced along the southwest side (northbound lane) of Ken Browne Drive and on one side of Sir Tristram Avenue.
    - (ii) A landscape plan to be submitted to Hamilton City Council ("HCC") for approval as part of the design for subdivision

consent, to identify the trees to be removed to accommodate the new access intersection on Sir Tristram Avenue.

- (iii) The existing racecourse site access at Mainstreet Place to be permanently closed.

(b) Walking and cycling infrastructure:

- (i) The existing footpath on the north-eastern side of Ken Browne Drive be extended for approximately 75 m to the proposed access to the Plan Change area and be connected to the residential development footpaths. A raised safety platform to be provided across Ken Browne Drive at the existing splitter island at Ken Browne Drive / Garnett Avenue / Minogue Drive.
- (ii) The existing footpath on the northern side of Sir Tristram Avenue be extended for approximately 115 m running alongside Fairview Motors property to provide a connection to public transport on Te Rapa Road.
- (iii) A walking and cycling shared path be provided on the southern side of Sir Tristram Avenue between the proposed residential access intersection and the service lane, and along the Te Rapa service lane to a zebra crossing on a raised safety platform ("RSP") across the service lane.
- (iv) Connect the new shared path to a new mid-block RSP staggered signalised crossing across Te Rapa Road. (The introduction / implementation of a RSP at this location will be subject to a Road Safety Audit and HCC's decision as road controlling authority).

- (v) Kerb let-downs (pram crossings) to be provided on Sir Tristram Avenue where pedestrians can cross between the footpaths on each side of the road.

(c) Intersection upgrades:

- (i) Te Rapa Road / Sir Tristram Avenue intersection to be upgraded to ban the right turn movements out onto Te Rapa Road. The intersection upgrade should be in general accordance with the form illustrated in Appendix B of the Integrated Transport Assessment ("ITA"). The movements at the intersection will be limited to left-in, left-out and right-in movements only.

10. My rebuttal evidence addresses the transport issues raised in evidence by Mr Michael Turner Hall on behalf of Chartwell Investments limited, Takanini Rentors Ltd and Ecostream Irrigation Ltd. Those issues are summarised as:

(a) Sir Tristram Avenue

I maintain my recommendation that a no-parking restriction be introduced on one side of Sir Tristram Avenue which is aligned with Mr Hall's suggestion.

(b) Te Rapa Road

Contrary to Mr Hall's opinion, I do not consider that a RSP can be incorporated within the Te Rapa Road service lane without removing any car park spaces. Approximately four parking spaces will have to be removed along the Te Rapa Road service lane to accommodate the RSP and the recommended upgrades to the Te Rapa Road / Sir Tristram Avenue intersection.

My rebuttal evidence corrects the error identified in the modelling of Te Rapa Road / Sir Tristram Avenue intersection and the results continue to demonstrate that the existing southbound right turn bay on Te Rapa Road is suitable and will continue to operate satisfactorily with the predicted PPC13 traffic added. On that basis, I disagree that right turns from Te Rapa Road to Sir Tristram Avenue should be banned at this intersection.

(c) Ken Browne Drive

I agree with Mr Hall that Ken Browne Drive can and is currently accommodating two-way vehicle movement with the existing on-street parking on the south-western side of the road. However, it is my opinion that to improve road safety due to the increase in traffic, a no-parking restriction should be introduced along the south-western side of the road. I agree with Ms Ravenscroft and Mr Black from Gray Matter that any changes to on-street parking can be considered and completed as part of future subdivision processes.

(d) Mainstreet Place

I do not support Mr Hall's suggestion for Mainstreet Place to be used as a primary connection to PPC13 area as it is an industrial road providing access to busy industrial area of Te Rapa. Aside from capacity and safety issues that would result, forcing residential traffic through an industrial area is contrary to good transport planning practice.

(e) Garnett Avenue

The Te Rapa Road / Garnett Avenue / Vardon Road signalised intersection is currently operating near capacity. In my opinion, the main solution to limiting impacts on the performance of the

intersection, is to provide infrastructure to promote and increase the use of alternative modes of transport.

## **CONCLUSION**

11. From the transport modelling and assessments outlined in the ITA, my evidence in chief, and my rebuttal evidence, I remain of the opinion that the transport effects have been assessed and the revisions to proposed rule 4.8.12 as outlined in the evidence of Mr John Olliver appropriately address and respond to all traffic and transportation matters raised by submitters, the Section 42A report and the Transportation Review by Gray Matter. The triggers in the rule provisions will ensure that all the required infrastructure upgrades are implemented in a timely manner.
  
12. Therefore, it is my conclusion that there are no outstanding traffic or transport reasons why PPC13 should not be approved.



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**Sivakumaran Balachandran**  
**22 August 2023**