

**Addendum to Technical Specialist Report –
Transport – Section 42A Reporting**

**PLAN CHANGE 13 – TE RAPA
RACECOURSE PRIVATE PLAN
CHANGE**

to

HAMILTON CITY DISTRICT PLAN

Hamilton City Council

1 Introduction

Purpose of Report

1.1 This addendum provides further assessment and comment on Plan Change 13 following review of the applicant and submitter evidence. It updates the Technical Specialist Report –Transportation – Section 42A Reporting¹ (“Transportation Review”), prepared by Alastair Black and Isa Ravenscroft for Hamilton City Council (HCC).

This is a statement of evidence from Alastair James Black.

Information Considered

1.2 In preparing this addendum the following documents have been reviewed:

- Evidence of Sivakumaran Balachandran for the Waikato Racing Club Incorporated
- Submitter Evidence from Michael Hall for Submitters #6, #7, #8
- Amended District Plan provisions included as Attachment 1 to the Evidence of John Olliver
- Rebuttal evidence of Sivakumaran Balachandran for the Waikato Racing Club Incorporated

Code of Conduct

1.3 While I understand that the present hearing is not a matter to which the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note (2023) applies, I confirm that I have approached the preparation of this evidence in the same manner as I would for Environment Court proceedings and have complied with the requirements of the Code. I confirm that the issues addressed in this evidence are within my area of expertise and the opinions I have expressed are my own except where I have stated that I have relied on the evidence of other people. I have not omitted material facts known to me that might alter or detract from my evidence.

2 Applicant Evidence

Change to Industrial Zoning

2.1 Mr Balachandran² discusses the impact of rezoning one lot from Major Facilities Zone to Industrial Zone (not Medium Density Residential). It is unclear whether his assessment has taken into account trips that could be generated by activities permitted by the current Major Facilities zoning.

2.2 I agree with Mr Balachandran that trip generation of industrial activities at this site is likely to be small. In my assessment industrial activities at the site could generate 6.5 to 16veh/hr. This is based on a site area of 1,466sq.m, and assuming 50% site coverage and trip generation rates of 0.9 to 2.2 trips/hr/100sq.m GFA³. While higher than the trip generation calculated by Mr Balachandran, I support his conclusion that the additional trips are likely to have a negligible impact on safety and efficiency effects.

Ken Browne Drive Footpath

2.3 Mr Balachandran⁴ discusses the proposed footpath on Ken Browne Drive and recommends that a raised safely platform be provided across Ken Browne Drive⁵. It was not the intent of my review that the

¹ Plan Change 13 – Te Rapa Racecourse: Transportation Review – Issue 5 (22 June 2023)

² Evidence of Mr Balachandran, paragraphs 67 to 68

³ Waka Kotahi Research Report 453, Table C1: Warehousing 0.9 trips/hr/100sq.m GFA and Contractor 2.2 trips/hr/100sq.m GFA

⁴ Evidence of Mr Balachandran, paragraphs 81, 140, 141

⁵ Evidence of Mr Balachandran, paragraph 141

footpath be provided on the western side of the road. My Transportation Review⁶ noted that a footpath on the west side would:

- Allow pedestrians to cross Minogue Road which has a lower volume than Garnett Ave
- Provide more direct access to Minogue Park
- Require tree removal.

2.4 I support the amended provision (Rule 4.8.12c) which does not specify which side of the road the footpath is to be provided and requires a raised safety platform be provided across Ken Browne Drive. In my view the location of the footpath and raised safety platform can be confirmed at the time of resource consent.

On-Street Parking

2.5 In response to submitters Mr Balachandran discusses the impact of the development as it relates to on-street parking on Ken Brown Drive⁷ and Sir Tristram Ave⁸.

2.6 In his primary evidence, Mr Balachandran assessed parking demand based on rates from Waka Kotahi's Research Report 453. Prior to the changes required by the National Policy Statement of Urban Development 2020 ("NPS-UD"), the District Plan required on-site parking for 'Industrial activities (including warehouses) (excluding trade and industry training facilities)' at a rate of 1 space per 150sq.m GFA and 1 space per 40sq.m GFA for offices. The following table provides my assessment of the three sites against the previous District Plan requirements. For this assessment I have relied on the activity description (scale and nature of activity, number of parking spaces) provided at paragraph 79 of Mr Balachandran's primary evidence.

Table 1: Assessment of Parking Requirements

Site	Activity	Parking Provided	Previous District Plan Rate	Previous District Plan Requirement
11 Ken Browne Drive	2,300sq.m office	>80 spaces	1 space per 40sq.m GFA	56 spaces
6 Ken Browne Drive	22 live/ work units, 2,400sq.m warehouse	~ 62 spaces	1 space per residential unit + 1 space per 150sq.m GFA	38 spaces (22 + 16 spaces)
89 Garnett Ave	1,500sq.m office	~ 43 spaces	1 space per 40sq.m GFA	38 spaces

2.7 I agree with Mr Balachandran that these three sites appear to provide sufficient on-site parking for typical industrial activities based on typical parking demand rates and the previous District Plan requirements.

2.8 Mr Balachandran and Mr Hall differ in their measurement of carriageway width. The Waikato Regional Infrastructure Technical Specification ("RITS") (Figure D3.1.1) defines the carriageway as measured from kerb face to kerb face. I have measured this width as 8m on both Ken Browne Drive and Sir Tristram Ave.

2.9 As no stopping is already marked on one side of Ken Browne Drive there is 5.9m available for vehicle movement at all times, this assumes a parking bay width of 2.1m. In my view the extent of no stopping lines does not require any changes on Ken Browne Drive.

⁶ Transportation Review, Section 6.5

⁷ Evidence of Mr Balachandran, paragraphs 77 to 80 and 114 to 118 and Rebuttal Evidence of Mr Balachandran, paragraphs 24 to 29

⁸ Evidence of Mr Balachandran, paragraphs 119 to 124 and Rebuttal Evidence of Mr Balachandran, paragraphs 6 to 9

2.10 Currently the only parking restrictions on Sir Tristram Ave are short lengths outside the childcare to protect visibility for vehicles exiting that site. My recent observations align with Mr Hall⁹ in that on-street parking was only occurring on the northern side of the road. I did observe a number of vehicles parked on the southern berm at the eastern end of the road that did not appear directly related to Fairview Motors. In my view it would be prudent to mark no stopping lines on one side of on Sir Tristram Ave to reflect current parking behaviour and prevent inappropriate on-street parking reducing the available carriageway width to less than 5.5m.

2.11 Currently parking is only occurring on one side of Sir Tristram Ave. In my view marking of no-stopping is reinforcing current behaviour. I consider that the access benefits of maintaining two-way traffic on Sir Tristram Ave outweigh the loss of parking, noting that parking is only occurring on one side of the road. I consider that marking no-stopping on the northern side of Sir Tristram Ave would improve visibility at the existing vehicle crossings and potentially provide more parking due to the absence of vehicle crossings on the southern side.

2.12 I note that the proposed District Plan provisions do not include any requirements relating to no-stopping. As discussed in my review, any changes to on-street parking require changes to the HCC Traffic Bylaw and involve consultation and decision making through a separate Local Government Act ("LGA") process. In my view the extent of any no-stopping restrictions will be considered as part of future LGA and resource consent processes once a consent application has been lodged.

2.13 The purpose of this raised safety platform and signalised crossing of Te Rapa Road is to make walking and cycling more attractive and improve access to public transport which is consistent with the national, regional and local transport objectives to improve road safety, reduce emissions and support mode shift. I agree with Mr Balachandran¹⁰ that the safety benefits from providing the improved crossing facilities platform on Te Rapa Road and the service lane outweigh loss of on-street parking spaces.

3 Submitters

Parking

3.1 Submitters¹¹ have raised concerns about the potential lack of parking within the future residential development. In accordance with the NPS-UD the District Plan no longer requires a minimum level of parking to be provided. I addressed this in my Transportation Review¹². In my recent experience only a small proportion of dwellings are provided without any off-street parking spaces, and I consider the risk of no off-street parking being provided is low.

3.2 The proposed cross-section width (16.8m) is consistent with the decisions version of PC5 (Peacocke) and notified version of PC12 and in my view there is no reason that on-street parking cannot be provided as part of residential development within the plan change area. In my experience medium density developments can provide 0.3-0.5 on-street spaces per dwelling. I consider that it is appropriate for the provision of on-street parking to be confirmed as part of a future resource consent processes.

⁹ Evidence of Mr Hall, paragraph 16

¹⁰ Evidence of Mr Balachandran, paragraph 122

¹¹ #1 McMac Properties Limited, #6 Chartwell Investments, #7 Takanini Rentors Ltd, #8 Ecostream Irrigation Ltd, #9 Shane Burnett Housley, #10 Denise Allen, #11 Derek Fleet, #12 Scott Brocket, #13 Angela Fisher, #14 Jason and Melanie Trethowen, #15 Mordia Myburgh, #16 Brent Shadbolt, #17 Greg Roberts, #18 Alan Day, #19 Neil Fernworth, #20 Graham and Janice Lewis, #21 Douglas Hopkins, #22 Gordon Finlay & Katja Hart, #23 Gill Adshead & Kereu Partnership, #25 Stephen Jones

¹² Transportation Review, Section 7.2

3.3 Mr Hall discussed no stopping on Ken Browne Drive¹³ and Sir Tristram Ave¹⁴. I have responded to these points earlier in this statement. In my view additional no stopping restrictions are only necessary on Sir Tristram Ave, and reflect current parking behaviour.

3.4 Mr Hall¹⁵ states that raised platforms are typically constructed with a total length of 6m. As discussed by Mr Balachandran¹⁶ this is incorrect, RITS D3.10.6 shows that a typical full width raised pedestrian ramp has a total length of 7.25m (5m top plus 2 x 1.125m ramps). I agree with Mr Balachandran¹⁷ that no stopping lines are required at a raised zebra crossing, but note that the Waka Kotahi design guidance¹⁸ states that 6m is the minimum length and 15m is desirable. In my view the extent of no stopping can be confirmed as part of detailed design and future resource consent processes to balance the need for visibility between pedestrians and drivers, and the parking impact. I consider that the benefits of providing a safe pedestrian facility across the service lane outweigh the effects from a small loss in parking (approximately 4 spaces¹⁹).

3.5 In summary, the loss of parking is limited to parking necessary to support a safe pedestrian crossing of the service lane and Te Rapa Road. No changes are necessary on Ken Browne Drive and marking on no-stopping on one side of Sir Tristram Ave reflect current behaviour and are necessary to maintain the two-way traffic. I do not consider that further mitigation of parking effects is necessary.

Mainstreet Place Access

3.6 Mr Hall²⁰ considers that the development should retain access to Mainstreet Place and potentially remove access to Sir Tristram Ave²¹ to avoid safety effects at the Sir Tristram Ave/ Te Rapa Road and avoid removal of parking on Sir Tristram Ave. In his rebuttal Mr Balachandran²² does not support this for safety, capacity, and directness reasons.

3.7 I do not support providing vehicle access to Mainstreet Place as:

- It would require residential trips to travel through the major facilities and industrial zones to reach Te Rapa Road. I consider the mixing of industrial and residential trips undesirable from road safety and function perspectives.
- It would increase traffic volumes on the Sunshine Ave approach to the Te Rapa Road roundabout which Mr Balachandran states already experiences average delay of 86s/veh in the PM peak.
- Removal of all vehicle access to Sir Tristram Ave:
 - will result in slightly longer trips to/from the north; and
 - is likely to increase trips along Ken Brown Drive as the left-in from Te Rapa Road would be removed and trips approaching from the south are unlikely to travel via Mainstreet Place.
- Removing the right-turn in from Te Rapa Road may result in an increase in u-turns at the Te Rapa Road/ Garnett Ave signalised intersection if this is perceived by residents to be more direct or shorter than Mainstreet Place.

¹³ Evidence of Mr Hall, paragraphs 30 to 33

¹⁴ Evidence of Mr Hall, paragraphs 16 to 20

¹⁵ Evidence of Mr Hall, paragraph 24

¹⁶ Rebuttal Evidence of Mr Balachandra, paragraph 11(a)

¹⁷ Rebuttal Evidence of Mr Balachandra, paragraph 11(b)

¹⁸ <https://www.nzta.govt.nz/walking-cycling-and-public-transport/walking/walking-standards-and-guidelines/pedestrian-network-guidance/design/crossings/priority-crossings/zebra-crossings/#design-elements>

¹⁹ Rebuttal Evidence of Mr Balachandra, paragraph 13

²⁰ Evidence of Mr Hall, paragraphs 35 to 39

²¹ Evidence of Mr Hall, paragraph 37

²² Rebuttal Evidence of Mr Balachandra, paragraphs 33 to 34

- The proposed signalised crossing and existing signalised intersection at Home Straight provide gaps in the northbound traffic flow for the right turn into and left turn out of Sir Tristram Ave to occur.

3.8 Mr Hall states²³ that *“it is my opinion that it is unlikely that this intersection would ever be upgraded in the future”*. I disagree with this statement. The recommended programme of the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case (“MSP PBC”) identifies Te Rapa Road as part of the RT1 route for implementation in years 10-15. I understand that this is likely to result in transformation of Te Rapa Road and intersections along the RT1 corridor to support bus priority and/or bus rapid transit.

Te Rapa Road Effects

3.9 Mr Hall²⁴ is concerned about the impact of an additional signalised intersection on Te Rapa Road and identified errors in the modelling. Mr Day²⁵ expressed concern about the proximity of the proposed signalised crossing to the existing signals at Home Straight. The proposed signals will be separated by around 130m. By comparison signalised intersections on Anglesea St are as follows:

• Carpark access to Ward St	120m
• Ward St to Bryce St	100m
• Bryce St to London St	240m

3.10 I agree with Mr Balachandran²⁶ that the safety benefits for pedestrians and providing improved access to public transport are likely to outweigh the efficiency effects, and agree that delays can be minimised through coordination with the Home Straight signals, and note that traffic will only be stopped when a pedestrian activates the crossing phase.

3.11 I consider that the signalised crossing provides wider benefits to staff and visitors to developments on Home Straight. The current and consented office activities on Home Straight have significant workforces, and the signalised crossing improves access to public transport services on Te Rapa Road which is part of the RT1 route identified in the MSP PBC.

3.12 Several submitters²⁷ raised concerns with delays and crashes at the service lane exit. Since 2018 there have been no reported crashes relating to vehicles turning into or out of Sir Tristram Ave or the service lane. The proposed changes to this intersection mean that vehicles exiting the service lane only have to give way to vehicles entering Sir Tristram Ave. They will not have to give way to vehicles exiting Sir Tristram Ave as those vehicles can only turn left out. The proposed layout modifies the alignment of the exit to Te Rapa Road to improve driver visibility which should improve operation of the intersection.

3.13 I have reviewed the revised modelling provided by Mr Balachandran. I agree with him that the effects on right-turn and u-turn movements at the Te Rapa Road/ Sir Tristram Ave intersection are acceptable.

²³ Evidence of Mr Hall, paragraph 38

²⁴ Evidence of Mr Hall, paragraphs 27 to 29

²⁵ Evidence of Mr Day, paragraph 16

²⁶ Rebuttal Evidence of Mr Balachandran, paragraph 15

²⁷ #1 McMac Properties Limited, #8 Ecostream Irrigation Ltd, #13 Angela Fisher, #18 Alan Day

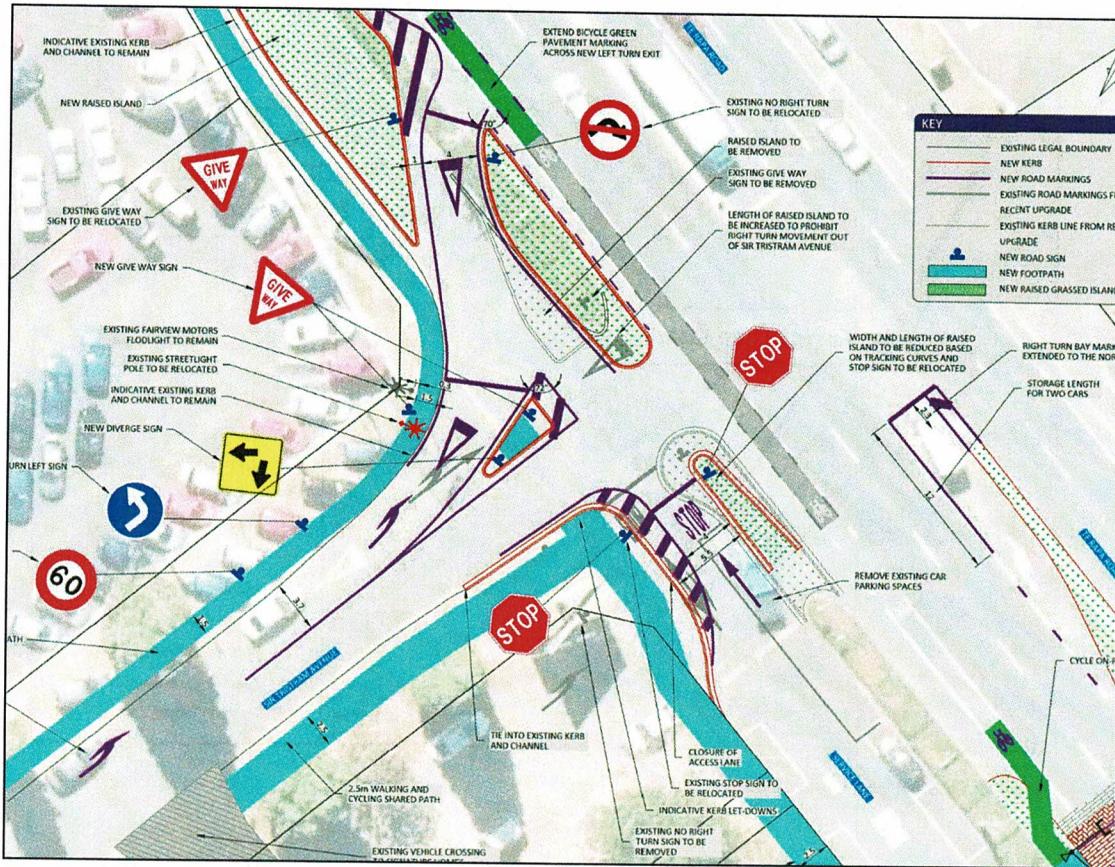


Figure 1: Proposed Intersection Layout (extract from Drawing 144720-00-0007, Rev E)

Garnett Ave/ Te Rapa Road Intersection

3.14 Mr Hall²⁸ is concerned that the proposal relies on alternative routes to avoid long delays at the Garnett Ave/ Te Rapa Road intersection and the potential for safety effects at these other intersections. In his ITA (Figures 26 and 27) Mr Balachandran assessed the potential increase in right-turn movements at the Garnett Ave/ Te Rapa Road intersection as 54veh/hr in the AM peak and 30veh/hr in the PM peak.

3.15 I considered the impact of the additional traffic on the Garnett Ave/ Te Rapa Road intersection in my Transportation Review²⁹. I note that Figure 6 of my Transportation Review only considered alternative routes to Te Rapa Road and does not show other Urban Connectors³⁰ that could be used for travel to/from the west and south which include employment areas at Frankton and the Waikato Hospital. The figure below shows the transport network and One Network Framework, demonstrating that there are multiple routes available for travel to/from the site that avoid intersections on Te Rapa Road.

²⁸ Evidence of Mr Hall, paragraphs 40 to 42

²⁹ Transportation Review, Section 6.3

³⁰ The One Network Framework describes Urban Connectors as: *Urban connectors make it safe, reliable, and efficient for people and goods to move between different parts of urban areas. There are high levels of motor vehicle traffic, including freight. They often support public transport and provide major routes for people cycling. There are low levels of pedestrian activity associated with people moving along the road.*

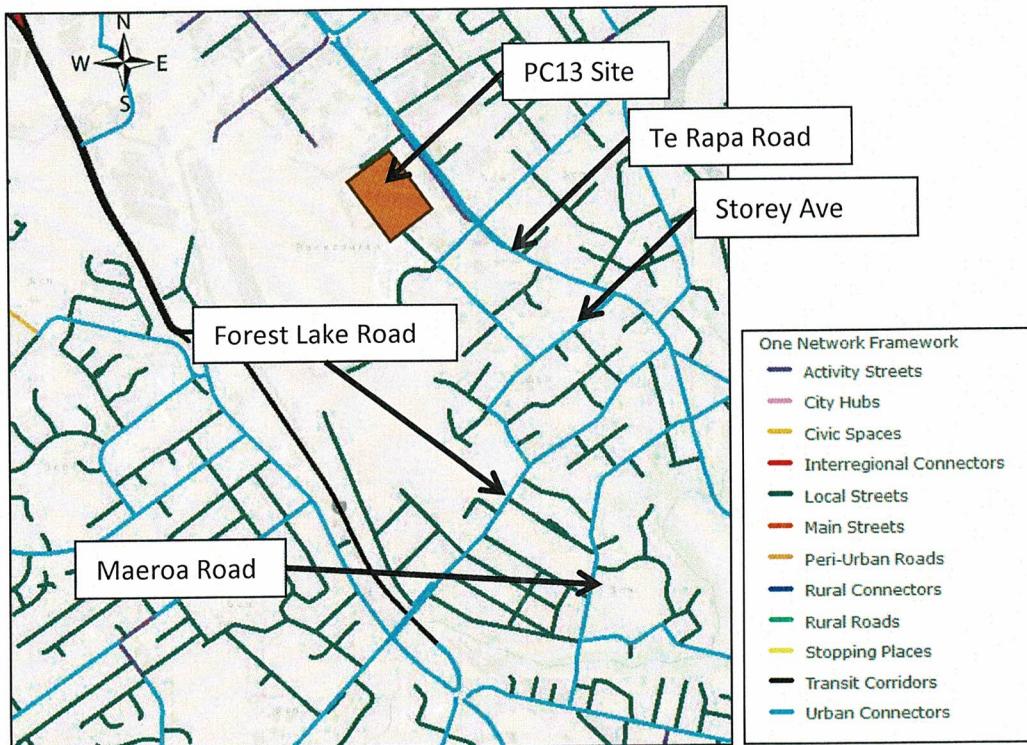


Figure 2: One Network Framework

3.16 I agree with Mr Balachandran that there are few options to address the potential efficiency effects of this development at this intersection, noting that implementation of bus priority and and/or bus rapid transit in the medium/long-term will likely result in changes to this intersection.

3.17 I agree that the primary mitigation is to encourage alternative modes (walking, cycling and public transport) to reduce the number of vehicle trips. Should residents choose to drive, I consider that there are suitable alternative routes available and the level of increase (up to 54veh/hr) across multiple routes is unlikely to result in noticeable effects at other intersections.

4 Conclusion and Recommendation

4.1 I confirm the conclusion of my earlier Transportation Review³¹ that from a transportation planning perspective, the location and transport connections mean that residential activities are consistent with the transportation objectives and policies in the ODP and HCC's strategic framework. I have considered the transport effects and, in my view, they are addressed by the proposed plan provisions or can be addressed through future resource consent processes.

4.2 I support the amended Rule 4.8.12c requiring a raised safely platform on Ken Browne Drive as attached to the evidence of Mr Olliver.

³¹ Transportation Review, Section 9