

IN THE MATTER of the Resource Management Act 1991 (“RMA” or “the Act”)

AND

IN THE MATTER of a submission in respect of the **PROPOSED WAIKATO DISTRICT PLAN** by **KIRRIEMUIR TRUSTEE LIMITED** pursuant to Clause 6 of Schedule 1 of the Act

SUMMARY STATEMENT OF SIVA BALACHANDRAN

- 1 My name is Siva Balachandran. I am a traffic and transportation engineer at Bloxam Burnett & Olliver Ltd (‘BBO’), a firm of consulting engineers, planners and surveyors based in Hamilton.
- 2 I am acting for Kirriemuir Trustee Limited (‘KTL’) in support of that company’s submission seeking rezoning of land at Geraghty’s Road, Tuakau.
- 3 I prepared a statement of evidence dated 15 February 2021, and a statement of rebuttal evidence dated 30 April 2021. The purpose of this document is to summarise and identify the “highlights” of those statements.
- 4 I outlined my qualifications, experience and commitment to comply with the Environment Court Expert Witness Code of Conduct in my evidence in chief (‘EIC’).
- 5 Following my rebuttal evidence, the Section 42A Report – Rebuttal Evidence prepared by Ms Chloe Trenouth (dated 10 May 2021) did not identify any additional potential or actual transportation issues that need to be addressed.

Background to the rezoning proposal

- 6 KTL seeks to change the zoning of approximately 38 ha of land from the current rural zoning to residential zoning as shown on the proposed Geraghty’s Road Structure Plan. This is predicted to accommodate up to 425 dwellings when completed.

7 The Site once fully developed with housing is likely to generate approximately 470 vehicle movements in the peak hours, and a daily volume of about 3,600 vehicle movements.

8 Access to the Site is proposed via two new priority-controlled fronting directly onto Geraghty's Road.

Recommended transportation infrastructure improvements to support the rezoning

9 My assessment finds that the overall transportation effects of the KTL rezoning on the adjoining road network are likely to be minor to moderate without any transportation mitigation measures, due to the limited roading infrastructure that presently exists.

10 However, with the infrastructure upgrades recommended in my EIC and rebuttal evidence relating to amenity, safety, connectivity and accessibility for 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.

11 My recommended transport corridor upgrades are:

(a) Geraghty's Road

(i) A right turn bay is warranted for the Site when the total through traffic volume on Geraghty's Road exceeds 160 vehicles per hour (refer to paragraph 8.11 and 8.12 of my EIC).

(ii) The section of road between St Johns Avenue and the southern boundary of the proposed Geraghty's Road Structure Plan to be upgraded to a 22 m wide road reserve with a 6 m wide trafficable carriageway, 2.5 m wide parking provision on each side of the road and 1.8 m wide footpaths on both sides of the road (refer to paragraph 2.2(a) of my rebuttal evidence).

(iii) A 1.8 m wide footpath to be introduced on the western side of the carriageway between Buckland Road and St Johns Avenue (refer to paragraph 2.2(a) of my rebuttal evidence).

(b) St Johns Avenue

- (i) The existing sealed width to be widened to 11 m and a 1.8 m footpath to be introduced on the southern side of the road (refer to paragraph 2.2(b) of my rebuttal evidence).
 - (c) Internal Spine Road
 - (i) To be developed with a 20 m wide road reserve which includes the provision of a 6 m trafficable carriageway, 1.8 m footpaths on both sides of the road and a metre shoulder on either side of the carriageway (refer to paragraph 8.13 to 8.16 of my EIC).
 - (ii) The northern extent of the Spine Road to be developed as a cul-de-sac until the neighbouring land to the north is developed at which time, a connection should be made through to the cul-de-sac road in accordance with the Tuakau Structure Plan (refer to paragraph 3.4(b) of my EIC).
- 12 Reference to my recommended intersection upgrades is here (refer to Paragraphs 8.24 to 8.27 of my EIC):
- (a) Buckland Road / Geraghty's Road intersection to be upgraded to an urban compact roundabout.
 - (b) Geraghty's Road / St Johns Avenue to be upgraded to an urban compact roundabout when the proposed fourth leg to the intersection is to be constructed.
 - (c) George Street / Buckland Road intersection to be upgraded to an urban compact roundabout.
- 13 Development of the Site would contribute a small proportion of the overall traffic generated by other large zoned, but substantially undeveloped, land within the vicinity of the Site, including the Dromgools and Buckland Road areas. I consider that the cumulative transport effects of all the zoned but substantially undeveloped land is likely to generate the need for safety upgrades to the intersections regardless of the KTL site being rezoned, and it would be standard practice that these developments contribute to the costs of the improvements. This could be through future development contributions or developer agreements. However, given the lack of information available in respect of the effects of the other zoned developments within Tuakau, the various intersection upgrades that I have

identified should be considered in greater detail at the time of the respective resource consent applications by KTL or other land developers.

- 14 On this basis, my opinion is that the proposed Geraghty's Road Structure Plan can be supported from a traffic and transportation perspective provided that the recommended transportation infrastructure upgrades and the identified mitigation measures are implemented.

Siva Balachandran
11 June 2021