

IN THE MATTER OF
The Proposed Hutt City District Plan
Submission: PDP 262.1

STATEMENT OF EVIDENCE OF Michael Sean Fackney & Sandra Iris Fackney
Residents/Owners: 40 Park Road, Belmont

4 June 2026

Introduction

1. My name is Michael Sean Fackney. I am a retired primary school principal. My wife, Sandra Iris Fackney is a retired Administrator.
2. I, with my wife, Sandra Iris Fackney, own 40 Park Rd which we purchased in 1981. We have lived there ever since, except for seven years (1996-2002) when we lived on Hauraki Plains and overseas. Our two children were also born and raised at this address.

Submission

3. I, with my wife, provided a Submission regarding this matter (262.1), and wish to briefly add to this by giving a day-to-day perspective which we believe is important to understand why the area's future management should be zoned Large Lot Residential Zone, and not Medium Density Residential Zone.

Our current environment Living in the existing Hill Residential Zone

4. In terms of the Operative Plan living in the Western Hills (as per Hill Residential Zone) has been conducive to developing a strong sense of community, and a close association between the residents. Generally, most of the residents purchased their home at a younger age, raised children here, and continued living here into later life. This is most certainly the situation in our case.
5. As with us, most residents have initially moved into the area because of the 'rural' feel, with extensive native vegetation, native trees, and native birdlife, and the belief that there would be little change to this. This 'rural' feel has been consolidated by the actions of residents to further develop their properties with vegetable gardens, fruit trees and native trees planting. There is no doubt that this state of affairs has added to the health and well-being of the residents – adults and children alike. Throughout the year, there is prolific birdlife. Native tui, kereru, silvereyes, and fantails are in abundance throughout the year, as well as bellbirds, grey warblers, NZ falcon, and morepork from time to time. There are also many blackbirds, starlings, thrushes, sparrows, as well as occasional rosellas.
6. Being zoned Hill Residential has also been conducive to the development of self-employed residents working from home, including

in the music education area, and in our case, a hobby studio from which my wife embraces her interest in spinning and weaving.

7. The generally larger and spacious houses have allowed for adult children to live with parents until they are ready to start their own families, and it has also allowed adult children to live at home after returning from their O.E. which happened in our case.
8. We note that our property, as well as number 46, both border the Palm Grove area, which has been proposed as Large Lot Residential Zone. It is difficult to understand why our properties should be treated differently, particularly when the two areas are very similar. In our view our properties should be treated like with like, and become part of this Large Lot Residential Zone.

Infrastructure

9. Properties in this Area were developed in the days of the Hutt County Council. 40 Park Rd was built in about 1920. Much of the infrastructure is lacking or is limited. Consequently, access to any of the properties is difficult. All the properties are dependent on infrastructure dating from many years ago. Gas, electricity and telecoms networks are all carried within steep banks and the immediate road reserve.
10. When there is heavy or continuous rain, we find that parts of our garden become waterlogged, partly because of relatively slow absorption, but also because of extensive run-off from the land/properties above us. This is manageable, and certainly helped by the extensive bush and trees on the property. However, if there was to be more intensive development, as is allowed under proposed Medium Density zoning, it would likely result in large concrete slabs for house foundations and curtilage as well as removal of trees and vegetation. I can only assume that flooding in the area would increase and become much more problematic.

Shared vehicle access within road reserve between 46 Park Rd & 20 Park Road

11. Access to/from 40 Park Rd is via this shared vehicle access, which is approximately 2.5m wide, hence one way. At least 8 of the properties accessing this, pass by the entrance to 40 Park Rd to get to/from the formed carriageway.

12. Exiting 40 Park Rd onto the shared access is problematic, as it is not possible to see cars coming in either direction until they are almost upon you. To avoid collision, we need to sound the car horn to alert other traffic. Vehicles using this shared access may be neighbours, visitor, courier vans, and occasionally small trucks. While this is manageable, increased traffic, as is allowable as per Medium Density Residential would make the situation much worse. It would also substantially worsen the safety of children entering the shared access from driveways, and having to walk on the shared driveway to access neighbours and Park Rd proper. As well, there are no footpaths on the accessway or the eastern side of the road.
13. Exiting from the shared vehicle access to Park Rd proper by vehicle or on foot involves perusing a mirror diagonally across the road to ascertain whether traffic is coming down the hill, as at the entry point off Park Rd vision is obscured from downward traffic. This has been recognized in the Traffic Reports. It is also problematic if there are parked cars, or wheelie bins on the downside of Park Rd, as this also makes it difficult to manoeuvre quickly before traffic arrives from the upside of the Road.
14. Access for emergency vehicles is difficult, and with fire engines, because of their size, it would be very difficult. The shared vehicle access within road reserve, as has been mentioned, is very narrow and one vehicle wide. Worse still - it is also subsiding. The tar seal is breaking up and sinking. The bank below (falling down to Park Rd proper) is becoming increasingly unstable. While this does not directly affect us at 40 Park Rd (or our northern neighbours at 46 Park Rd) as we are both at the beginning of the vehicle access, it does affect all of our other neighbours. Medium density housing would only exacerbate this situation. We think it would be inevitable that people would want to leave their cars off the road and as there is no requirement for off street parking would park in the berm areas adjacent our stone wall and retaining wall to 46 Park Rd – creating congestion for all and further limiting sight lines for entering /exiting vehicles.

Recommendation

15. We would strongly recommend that this area is designated as a Large Lot Residential Zone:
 - as requested by residents in their original submissions

- as supported by the ***Harriet Fraser Traffic Engineering & Transportation Planning Report***
- as supported in the ***Statement of Evidence of Luke Benner***, director of LBC Traffic Engineers Limited, a traffic and transportation engineering consultancy. (Attachment 5 in the Section 42A Officer's Report)
- as recommended by Kate Pascall, Principal Planner, Boffa Miskell (for Hutt City Council) (and reviewed by Nathan Geard, Policy Planning Manager, Hutt City Council) in her ***Section 42A Officer's Report***

Neighbour Support

We would like it noted on the record that our Statement of Evidence also reflects the concerns of, and is fully supported in all aspects by our neighbours, Martin and Victoria Jaenecke of 46 Park Road, Belmont (owner/occupier since 2008), who completed a Submission, but unfortunately have not been able to complete their own Statement of Evidence due to a recent family bereavement. Martin and Victoria Jaenecke have asked that this statement be included.

Michael Sean Fackney & Sandra Iris Fackney

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