

**BEFORE THE INDEPENDENT HEARING PANEL
APPOINTED BY HUTT CITY COUNCIL**

Under Schedule 1 of the Resource Management Act 1991

In the matter of the Resource Management Act 1991

AND

In the matter of Submission 516 of the Proposed District Plan: 104
Upper Fitzherbert Road, Wainuiomata - Rezoning to
Medium Density Residential Activity Area

Statement of evidence of Samuel Miles Wilkie (Traffic)

Date: 4 June 2026

INTRODUCTION:

- 1 My full name is Samuel Miles Wilkie.
- 2 I have prepared this statement of evidence on at the request of Urban Plus Limited, who are acting on behalf of FH Developments 2025 Ltd (“the submitters”) to provide traffic engineering evidence in relation to their submission on the Proposed Hutt City District Plan (“PDP”).
- 3 I am authorised to provide this evidence on behalf of the submitters. While I am contracted by the submitters, I am giving this evidence as a traffic engineering expert, and the views I express in this evidence are my own.

QUALIFICATIONS AND EXPERIENCE

- 4 I hold the qualifications of Bachelor of Engineering (Civil) Honours Degree and a NZ Certificate in Engineering (Civil).
- 5 I am employed as a Senior Traffic Engineer at Envelope Engineering (Envelope) and have held this position since April 2025. In this position I have provided transport planning services for many land development projects across the Wellington region and New Zealand. Before this I was employed as a Senior Principal Transport Planner at Tonkin and Taylor Limited where I worked on infrastructure and development projects throughout New Zealand. Prior to this I have held several roles with central and local government and directed my own consultancy.
- 6 I have over 20 years’ transport planning and engineering experience, covering design and advice on a wide range of roading and infrastructure projects. I have provided transport planning inputs into consenting processes (under the RMA) for residential, industrial and public realm developments.

Code of conduct

- 7 I have read the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note 2023. I have complied with that Code when preparing my written statement of evidence and I agree to comply with it when I give any oral evidence.

8 My qualifications as an expert are set out above. I confirm that the issues addressed in this statement of evidence are within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions.

SCOPE OF EVIDENCE

9 Envelope was engaged by the submitters to assess the traffic related effects of their submission on the PDP which proposes to rezone 4 ha of land that they own immediately north of the urban area of Wainuiomata. The effects that I have assessed include road access to the land, and safety on public roads surrounding the land. I have focussed on the effects once the land has been developed for Medium Density Residential housing rather than the construction effects for which the traffic movements and effects will be significantly less, and temporary.

10 My evidence describes my assessment of the submission as follows:

10.1 Outlines my role.

10.2 Describes the existing transport environment.

10.3 Provides an assessment of effects once land is developed as a Medium Density Residential Zone.

10.4 Provides my opinion on any mitigation measures to be included in any resource consent application.

11 In preparing my evidence, I have reviewed the following documents:

11.1 Envelope Transport Assessment Report prepared by myself dated 29 May 2026. This is attached as Appendix 1.

11.2 Cuttriss Limited Drawing 31085 SK1 Dated May 2026.

11.3 Section 42A Officer's Report Stream #3 Residential and Rural prepared by Sean Bellamy uploaded to the Council website on Friday 22 May 2026.

11.4 Appendix 1 to the Section 42A Officer's Report: Recommended amendments to the Proposed Lower Hutt District Plan uploaded to the Council website on Friday 22 May 2026.

12 The submitter has also tabled the following statements of evidence which I have reviewed:

12.1 Statement of Evidence – Samuel Robert Godwin (Civil engineering) dated 26 May 2026.

METHODOLOGY

- 13 I visited the site and surrounding road network on 7 May 2026.
- 14 I reviewed local project information for the sites immediately south of 104 Upper Fitzherbert Street at 217 and 239 Wise Street.
- 15 I reviewed the provisions of Transport and Infrastructure chapters of the Proposed District Plan, as they relate to infrastructure servicing for future development.
- 16 I evaluated traffic data sourced from the Mobile Road website and New Zealand Transport Agency (NZTA) and road safety records using NZTA's Crash Analysis System (CAS).

EXISTING TRANSPORT ENVIRONMENT

Site Location

- 17 The proposed land for rezoning is located at 104 Upper Fitzherbert Road, Wainuiomata, legally described as Lot 1 DP 80607 and comprising approximately 4 hectares. The site has one existing road frontage, and this is on Upper Fitzherbert Road. The site is located some 4 km north of Wainuiomata town centre. The site is within the jurisdiction of Hutt City Council and Greater Wellington Regional Council.

Roading Infrastructure

- 18 Upper Fitzherbert Road is one of three roads running north-south in the Wainuiomata Valley, the others being Wellington Road and Wise Street. There are few east-west roads across the valley with the northernmost and closest to the subject site being Norfolk Road.
- 19 Upper Fitzherbert Road is a local street that provides access from Norfolk Road to the rural area north of Wainuiomata. It has a legal width of over 20 metres with about half of that width taken up with Black Creek, a deep land drain that runs parallel to the road. There are some vehicle accesses along Upper Fitzherbert Street, and most accesses to property adjacent the road are provided through Wise Street.
- 20 Upper Fitzherbert Road at the site has a 50 km/h speed limit and is classified as a Local Street in NZTA's One Network Framework. This classification indicates the lowest movement function (M4, M5) expecting less than 4,000 people movements a day and the

nature of movement is providing access to residential dwellings and connection to community facilities.

- 21 In terms of geometry, Upper Fitzherbert Road is a straight narrow road with a 5 m seal width, no centreline and an edgeline on each side. This is typically the narrowest width for a two-lane road. There are speed humps on the road south of the site spaced out to assist with reducing vehicles speeds. Speeds are likely high due to the limited side friction that occurs with roadside development such as driveways and intersections.
- 22 Wise Street is a local street with a 50 km/h speed limit and a Local Street classification. Wise Street is a straight modern road with a width of 9.6 m providing space for vehicles to park and for two vehicles to pass each other.
- 23 The two sites immediately south of the subject site (#217 and #239 Wise Street) are being developed in stages, with Stage 1 (#217) currently under construction. Wise Street has been extended to service Stage 1 and currently terminates at the southern boundary of #239. Stage 2 of includes development of #239. Funding has been allocated to extend Wise Street to service Stage 2 of this development, and I understand construction work is being progressed to extend it towards #104 Upper Fitzherbert Road. This extension may reach the site, or a further extension may be needed at the time of any development on site to provide a formed connection to Wise Street. Legal access is available from Wise Street to #104 through the provision of a paper road.
- 24 The extension of Wise Street to the southern boundary of the subject site would provide a straight road that can safely and efficiently provide access to the site. The legal width of 20 m can provide for two lanes, parking areas and footpaths.
- 25 All the residential development on the east side of the valley (east of Upper Fitzherbert Road) is accessed via Wise Street. Indicative of this, Wise Street changes classification to an Urban Connector south of Donnelly Drive to its intersection with Nelson Street which turns into Parkway a key road that connects Wainuiomata with other parts of Hutt City.
- 26 There are all weather surface footpaths on both sides of Wise Street providing safe access for people walking around and to public transport services. There is no dedicated cycling infrastructure on Wise Street. Cyclists can use the wide lanes provided. Cycleways, shared

paths, or bike lanes are proposed on Wise Street¹, as well as upgrades to existing cycling infrastructure on other roads in Wainuiomata such as Parkway and Wainuiomata Road that provide access to and from Wainuiomata.

27 Currently, there are no bus services north of Norfolk Road. There are bus services that connect to Hutt Central that stop about 1.5 km away on Norfolk Road. Metlink currently run services to the northern area of the valley on Wellington Road. Metlink advise that services are not currently planned to extend further up Wise Street. I note that the development at 217 and 239 Wise Street includes a loop road that would allow bus services closer to site should demand and/or Metlink warrant it.

28 I note that the 2018 Wainuiomata North Development Framework identified the area around the site as a focus area, which included a strategic east-west road connection north of the site. This road would provide a 'ring road' around the valley and provide opportunities to extend the bus network (and walking and cycling networks) to service the site and surrounding area.

Traffic volumes

29 The traffic volumes on the roads around the site have been sourced from Mobile Roads² and are as follows:

29.1 Wise Street near Norfolk Road: 497 vehicles/day

29.2 Upper Fitzherbert Road: 59 vehicles/day

30 In my opinion the traffic volume on Wise Street is potentially higher than this. According to the Hutt City Council Traffic Team, there have not been any recent traffic surveys, but they do note that they have used 4,000 vehicles per day for their road maintenance planning. I agree with this figure based on the expected traffic generated from the number of residential dwellings that use Wise Street, and I have assumed a traffic volume of around 4,000 vehicles/day.

PROPOSED REZONING AND TRAFFIC GENERATION

¹ Refer Hutt City Cycling and Micromobility Business Case

² Mobileroads.org

- 31 Rezoning the land at 104 Upper Fitzherbert Road to Medium Density Residential Zone could allow for up to 100 residential lots (refer Cuttriss Drawing 31085 SK1 Dated April 2026 that shows an indicative layout of 72 lots).
- 32 The expected trips generated by this rezoning can be estimated based on NZTA's Research Report 453 which recommends 10.9 trips per household per day. Therefore, rezoning could generate up to 1,090 additional trips per day, or 120 trips per peak hour.
- 33 I note that there is no minimum lot size and up to three residential units are allowed as a permitted activity in the Hutt City District Plan. While it is therefore theoretically possible for the number of dwellings to increase to around 300 this is not considered realistic. The indicative layout is for house typologies that reflect the surrounding development and, given the existing residential development in the area and the applicant's intentions with the site, it is unlikely that a different typology will be developed. The number of units will ultimately be determined through future resource consent processes, but for the purposes of demonstrating that roading can be feasibly provided I have relied upon up to 100 units. The proposed District Plan includes provisions for integrated transport assessments for developments of more than 20 dwellings, and that subdivision requires compliance with access and roading formation standards as per the Transport and Infrastructure chapters.
- 34 I have carried out an assessment of using Wise Street to carry the expected traffic generated by a Medium Density Residential Zone development. As noted earlier, Upper Fitzherbert Road is a narrow road and just wide enough to allow two vehicles to pass each other. This and other existing safety issues associated with the presence of speed humps, lack of footpaths, and the proximity of the deep land drain (Black Creek) to the road edge would be exacerbated with an increase in traffic volume. If Upper Fitzherbert Road were to provide access the traffic volumes would increase from 59 vehicles/day to over 1,100 vehicles/day, significantly increasing the likelihood of crashes associated with these safety issues.

WISE STREET ASSESSMENT

- 35 Wise Street can be extended from the current road end to the boundary of the site. There is legal access through a paper road, and the final length of road could be formed as part of a future resource consent. The extension can be made on a similar alignment and extend to the site's northern boundary. The site's northern boundary is to a private right-of-way. Future development could be facilitated through provision of an isolation strip.

- 36 The traffic generated by a development can be serviced sufficiently by a Wise Street extension with similar features as the existing road, e.g. with a 20 m legal road width. NZS 4404 Land Development and Subdivision Infrastructure Standard provides road design standards for roads within various places and environments. For sites such as this, in suburban areas, providing access to housing with up to 200 dwellings, the road design standard includes a 15 m road reserve, 1.5 m wide footpath on each side and movement lanes of 5.5 m – 5.7 m and is classified as a local road (~2,000 vehicles/day).
- 37 The existing road network has sufficient capacity for the traffic generated. Peak hour traffic from the site will likely head south on Wise Street, right onto Norfolk Street, left onto Wellington Road and right onto Parkway to travel to other destinations in Hutt City and the Wellington region. Based on existing traffic volumes there will be sufficient gaps in traffic to allow for this development traffic to enter traffic streams.
- 38 While on site, I verified that the location of a potential extension of Wise Street would meet Austroads sight distance requirements.

INDICATIVE LAYOUT

- 39 The indicative layout (shown in Cuttriss drawing 31085 SK1) includes a main loop road that intersects an extended Wise Street, with minor roads from the loop road. The road widths shown are consistent with standard industry development code requirements and can accommodate a medium density residential development. Specific widths and road features such as parking and footpaths can be designed and assessed against the relevant District Plan provisions and requirements at the time of any future resource consent.

OTHER CONNECTIONS

- 40 There are two established walkways from residential developments onto Upper Fitzherbert Road. One is located about 700 m south of the site which is aligned to an existing bridge across Black Creek providing access to Arakura Park. The other is 400 m south and does not provide access to a specific activity, aside from Upper Fitzherbert Road and Black Creek.
- 41 As there is currently no walking infrastructure on Upper Fitzherbert Road, and the issues previously noted about the road, it is not appropriate to provide a connection from the western edge of the site to Upper Fitzherbert Road. Pedestrian connectivity can be assessed at the time of any resource consent.

ROAD SAFETY

- 42 I undertook a search of the NZ Transport Agency's Crash Analysis System (CAS) for all reported crashes in a full five-year period from 2021 to 2025, and included any available data for 2026, on roads adjacent to the proposed rezoned land including: Wise Street from Twickenham Street to its current northern end point (approx. 0.7 km), and Upper Fitzherbert Road from Arakura Park to its northern end (approx. 1.4 km).
- 43 There was one recorded crash, and that was a non-injury crash that occurred on Wise Street where a vehicle lost control and hit a parked vehicle. This is a typical type of crash that occurs in suburban areas.
- 44 Based on the crash record analysis, I conclude that no specific crash trend has been identified in the study area and there are no existing safety issues. I do not consider that the estimate of traffic generated will change this situation, conditional on implementing safe access points to the site.

RESPONSE TO RURAL SECTION 42A REPORT

- 45 The Rural Section 42A report includes the following statement³ that I have sought to respond to through my evidence:

There are several issues that relate to access to the site and future development of the wider area. Access to the area would need to be provided to enable future development of the area, either from Upper Fitzherbert Road or Wise Street.

- 46 In summary, I have considered access to the site via Upper Fitzherbert Road and Wise Street and found that access could be most appropriately provided via Wise Street and not result in a high risk to the safety and efficiency of the transport network. The evidence for this includes the ability to extend Wise Street providing sufficient sight distance and not result in significant delays, and the ability prevent access to Upper Fitzherbert Road as part of any future resource consent.

SUMMARY AND CONCLUSIONS

³ Refer para 447 of s42A report on the Rural Zones by Sean Bellamy.

- 47 My evidence summarises the Transport Assessment Report providing details on the expected transport effects for rezoning the site Medium Density Residential Zone.
- 48 External road connections could be provided by an extension of Wise Street.
- 49 Extending Wise Street into the site could be done and it would meet sight distance requirements. The road design for Wise Street should be considered to meet relevant standards.
- 50 The crash record does not indicate any systemic safety problems on the road network adjacent to the land.
- 51 There are opportunities to extend the bus network to service the site and surrounding area, though the provision of a strategic east-west road connection north of the site, or via the consented loop road within the development at 217 and 239 Wise Street.
- 52 In my opinion, the indicative layout and connection to the existing transport networks is consistent with the direction of the provisions in the Transport and Infrastructure chapters of the Proposed District Plan which seeks to ensure that developments are safely accessible by a range of transport modes, the transport needs within the development can be met, reliance on private motor vehicles is reduced, and the safety, efficiency and multi-modal function of the transport network is not compromised.
- 53 In summary from a transport perspective, I see no reasons why rezoning of the site should not proceed.

LIMITATIONS

- 54 The assessment is based on an indicative site development up to a maximum of 100 lots, and for the purposes of plan change discussion. To avoid doubt, further assessment would be required for other applications e.g., resource consenting.

4 June 2026

Samuel Wilkie

Sub

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Appendix 1: Transport Assessment Report, R001v1-2436-01



transport
Assessment

104 UPPER FITZHERBERT ROAD,
WAINUIOMATA

DOCUMENT CONTROL RECORD

CLIENT	Urban Plus
PROJECT	104 Upper Fitzherbert Road
PROJECT NO.	2436-01
DOCUMENT TYPE	Transport Assessment, R001v2-2436-01
DATE ISSUED	4 June 2026
ADDRESS FOR SERVICE	Envelope Engineering Limited Level 1, 65 Cuba Street, Te Aro, Wellington
CONTACT	Sam Wilkie, Senior Traffic Engineer sam.wilkie@envelope-eng.co.nz +64 21 332 863

ISSUE AND REVISION RECORD

DATE OF ISSUE	4 June 2026
STATUS	Final 
ORIGINATOR	Sam Wilkie, Senior Traffic Engineer 
REVIEWED	Andrew Jackson – Director 
APPROVED FOR ISSUE	Sam Wilkie, Senior Traffic Engineer



CONTENTS

1.0	INTRODUCTION	1
2.0	SITE LOCATION	1
3.0	EXISTING TRANSPORT ENVIRONMENT	2
3.1	road network	2
3.2	wal king and cycl ing.....	3
3.3	publ ic transport.....	4
4.0	CRASH HISTORY	5
5.0	POTENTIAL MEDIUM DENSITY RESIDENTIAL ZONING.....	7
6.0	ASSESSMENT OF EFFECTS.....	7
6.1	Wise Street Assessments.....	7
6.2	Upper Fitzher bert Road Assessments.....	9
6.3	internal roading.....	10
7.0	PROPOSED DISTRICT PLAN ASSESSMENT	10
8.0	CONCLUSIONS.....	13
9.0	LIMITATIONS	13
9.1	GENERAL.....	13

APPENDICES

- Appendix 1 Crash History Report
- Appendix 2 indicative layout



1.0 INTRODUCTION

Envelope Engineering has been commissioned by Urban Plus Limited to complete an assessment of transport effects for a potential future development of rezoned land at 104 Upper Fitzherbert Road, Wainuiomata, Hutt City. The site is currently zoned Rural Residential Zone, and the proposal is for this to be changed to Medium Density Residential Zone.

An indicative layout (refer Cuttriss Drawing 31085 SK1 Dated May 2026) shows a potential subdivision layout yielding 72 lots. The layout is indicative, and for the purposes of this assessment a maximum of 100 lots has been assumed.

The purpose of the review is to consider critical transport impacts and effects on the local road environment associated with the rezoning of the site to Medium Density Residential. This review covered the following:

- A site visit to review the existing traffic conditions of the surrounding network.
- Available traffic count information from Mobile Roads database.
- Existing crash records on the surrounding road network using NZTA's CAS database.
- Calculating the predicted trip generation of trips from the rezoned land.
- Assessing the likely safety effects of the additional trips on the existing road network.
- Assessing the capacity of the existing road network to support the rezoning.

2.0 SITE LOCATION

The proposed land for rezoning is located at 104 Upper Fitzherbert Road in Wainuiomata, Hutt City as illustrated in **Figure 1** below. There is currently a dwelling and sheds on the land.

There is one access to the land from Upper Fitzherbert Road.

Land use in the immediate vicinity includes rural lifestyle properties to the north, and medium density residential properties to the south.

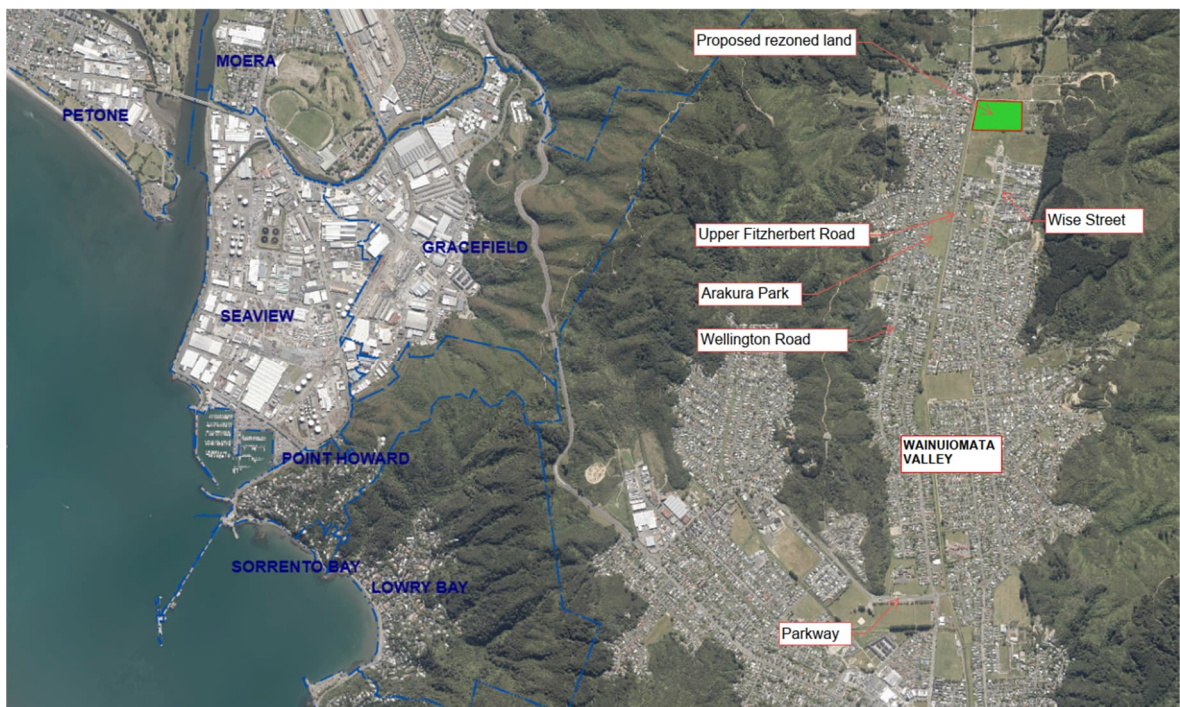


Figure 1 Proposed rezoned land location



3.0 EXISTING TRANSPORT ENVIRONMENT

3.1 ROAD NETWORK

Upper Fitzherbert Road is on the western edge of the site and provides the existing access to the site. It is a local street that provides access to a few rural lifestyle properties to the north. It is a narrow road with a no footpaths. There is a deep land drain (Black Creek) on the western edge of Upper Fitzherbert Road.

Wise Street is south of the site. It is a local street that provides access to residential properties. It is a wide road with parking on each side, and a footpath on each side. Wise Street currently terminates at the southern edge of 239 Wise Street which is immediately south of the proposed land for rezoning. The sites at 217 and 239 Wise Street are currently under construction for residential housing.



Figure 2 Road network around site

All the roads around the site have 50 km/h speed limits and are classified as Local Streets in both the Proposed District Plan and the Operative District Plan. This classification is taken from NZTA's One Network Framework, which indicates a low movement function that expects less than 4,000 people movements a day and the nature of movement is providing access to residential dwellings and connection to community facilities.

In terms of geometry, Upper Fitzherbert Road is a straight narrow road with a 5 m seal width, no centreline and an edgeline on each side. This is typically the narrowest width for a two-lane road. There are speed humps on the road south of the site spaced out to assist with reducing vehicles speeds. Speeds are likely high due to the limited side friction that occurs with roadside development such as driveways and intersections.

This local road network supports residential development in the Wainuiomata Valley.

Key information about the roads in the vicinity of the site is summarised in **Table 1**.



Table 1 Traffic information for adjacent road network

Road Name	Proposed and operational District Plan Road Hierarchy (and One Network Framework)	Speed limit (km/h)	Seal width (m)	Traffic volume (average daily traffic) ¹	Heavy traffic
Upper Fitzherbert Road	Local Street	50	5.0	59	1%
Wise Street	Local Street	50	9.6	4,000 ²	2%
Wise Street south of Donnelly Drive (1.1 km south of site)	Urban Connector	50	9.6	5,000 ³	2%

There are no intersections directly relevant to the site.

3.2 WALKING AND CYCLING

There is no dedicated walking and cycling infrastructure on Upper Fitzherbert Road, with pedestrians using the grassed berm and cyclists able to share the traffic lane. As the lanes are narrow cyclists would occupy the lane.

There are all weather surface footpaths on both sides of Wise Street providing safe access for people walking around and to public transport services. There is no dedicated cycling infrastructure on Wise Street. Cyclists can use the wide lanes provided.

Indicative of the intent for development to be accessed from Wise Street, the Hutt City Cycling and Micromobility Business Case⁴ includes a recommended programme for 2030-2036 that includes cycleways, shared paths, or bike lanes on Wise Street as well as upgrades to existing cycling infrastructure on other roads in Wainuiomata such as Parkway and Wainuiomata Road that provide access to and from Wainuiomata.

¹ Traffic volumes sourced from Mobileroad.org 27 May 2026.

² The most recent traffic survey on Wise Street is from 2017. Hutt CC advise they are using a traffic volume estimate of 4,000 vehicles/day for road maintenance planning. This estimate is consistent with a traffic volume estimate based on the number of existing dwellings that use Wise Street and a typical traffic generation rate per dwelling.

³ This is an estimate based on the other Wise Street estimate and increased based on the number of additional dwellings served by this section of Wise Street.

⁴ Refer 2021 Hutt City Cycling and Micromobility Business Case.



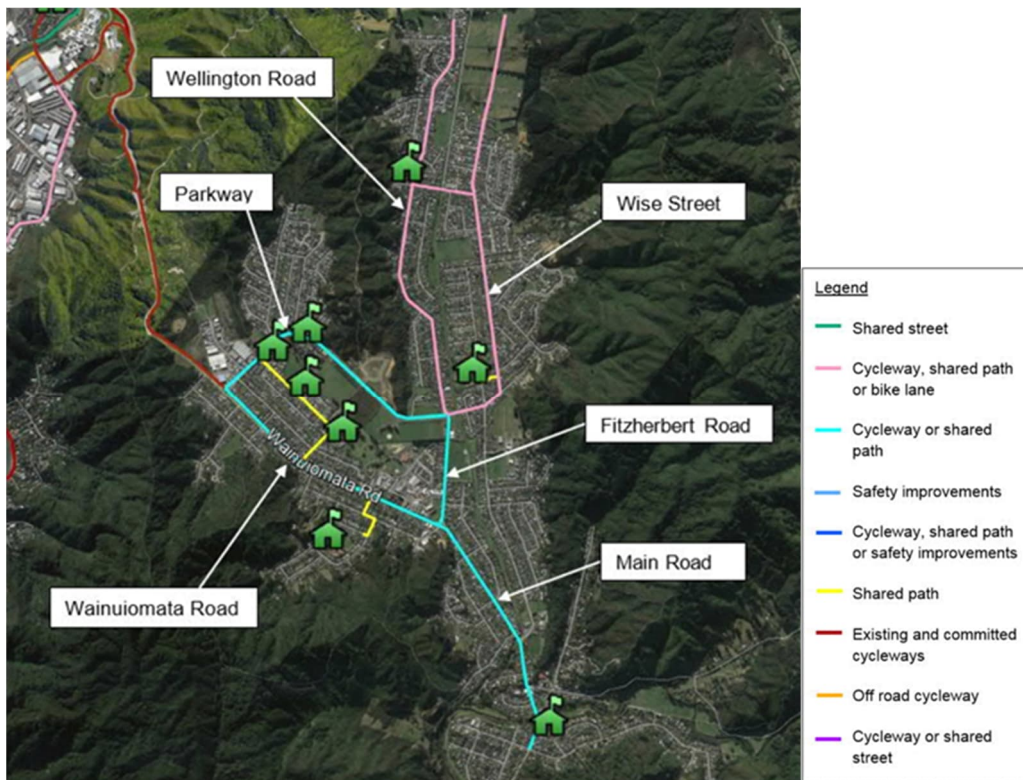


Figure 3 Recommended cycle routes and treatments (Hutt City Cycling and Micromobility Business Case)

3.3 PUBLIC TRANSPORT

Currently, there are no bus services on Wise Street north of Norfolk Road. The nearest bus service is the #160 which has stops about 1.5 km away on Norfolk Road. This service connects to Hutt Central.

Metlink advise⁵ that the service is not planned to be extended further up Wise Street due to the additional distance and duration, and that the current service already travels along Wellington Road, a no exit road where the bus must turn around and travel back on the same road. Extending the service along Wise Street would add another no exit leg to the service, adding distance and duration. Metlink note that if there were plans to provide an east-west road from the northern end of Wellington Road to Wise Street then the route design would likely change forming a loop around the valley and potentially omitting Norfolk Road.

The catchment on Wise Street currently not served by bus services is around 300 dwellings. This leads to a potentially significant demand for bus travel. While the service would be along a no exit leg, the development at 217 and 239 Wise Street does include a loop road that would allow bus services to provide for the existing demand and provide a service closer to the site.

The 2018 Wainuiomata North Development Framework identified the area around the site as a focus area, which included a strategic east-west road connection north of the site. This road would provide a 'ring road' around the valley and provide opportunities to extend the bus network (and walking and cycling networks) to service the site and surrounding area.

⁵ Email communications from Charlie Fairburn to Kerry Wynne 4 May 2026



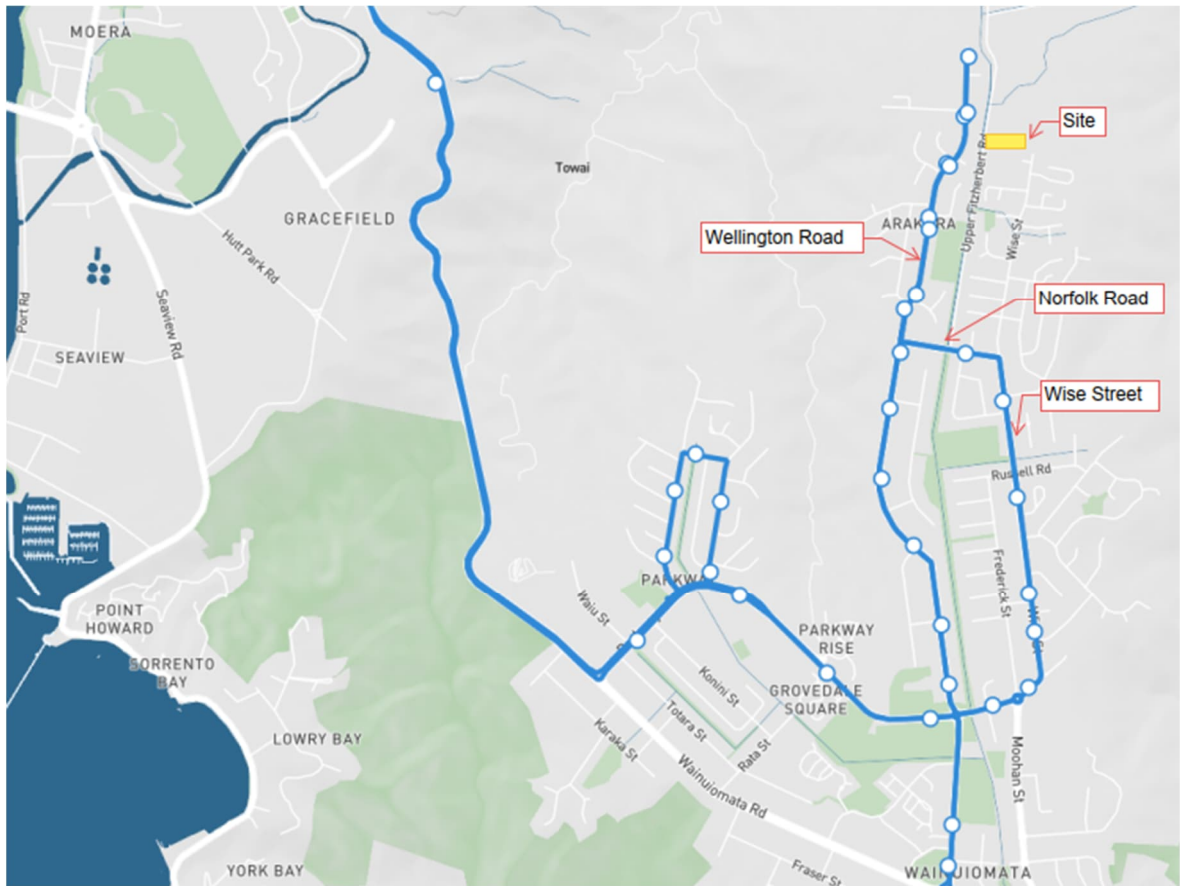


Figure 4 Current bus service (#160 Wainuiomata to Hutt Central – Metlink)

4.0 CRASH HISTORY

A search was undertaken of the NZ Transport Agency's Crash Analysis System (CAS) for all reported crashes in a full five-year period from 2021 to 2025, and included any available data for 2026, on roads adjacent to the proposed rezoned land including:

- Wise Street from Twickenham Street to its current northern end point (approx. 0.7 km).
- Upper Fitzherbert Road from Arakura Park to its northern end (approx. 1.4 km).

One crash was recorded. Its location is shown in **Figure 5**.

The details of the crash record are included in **Appendix 1**.



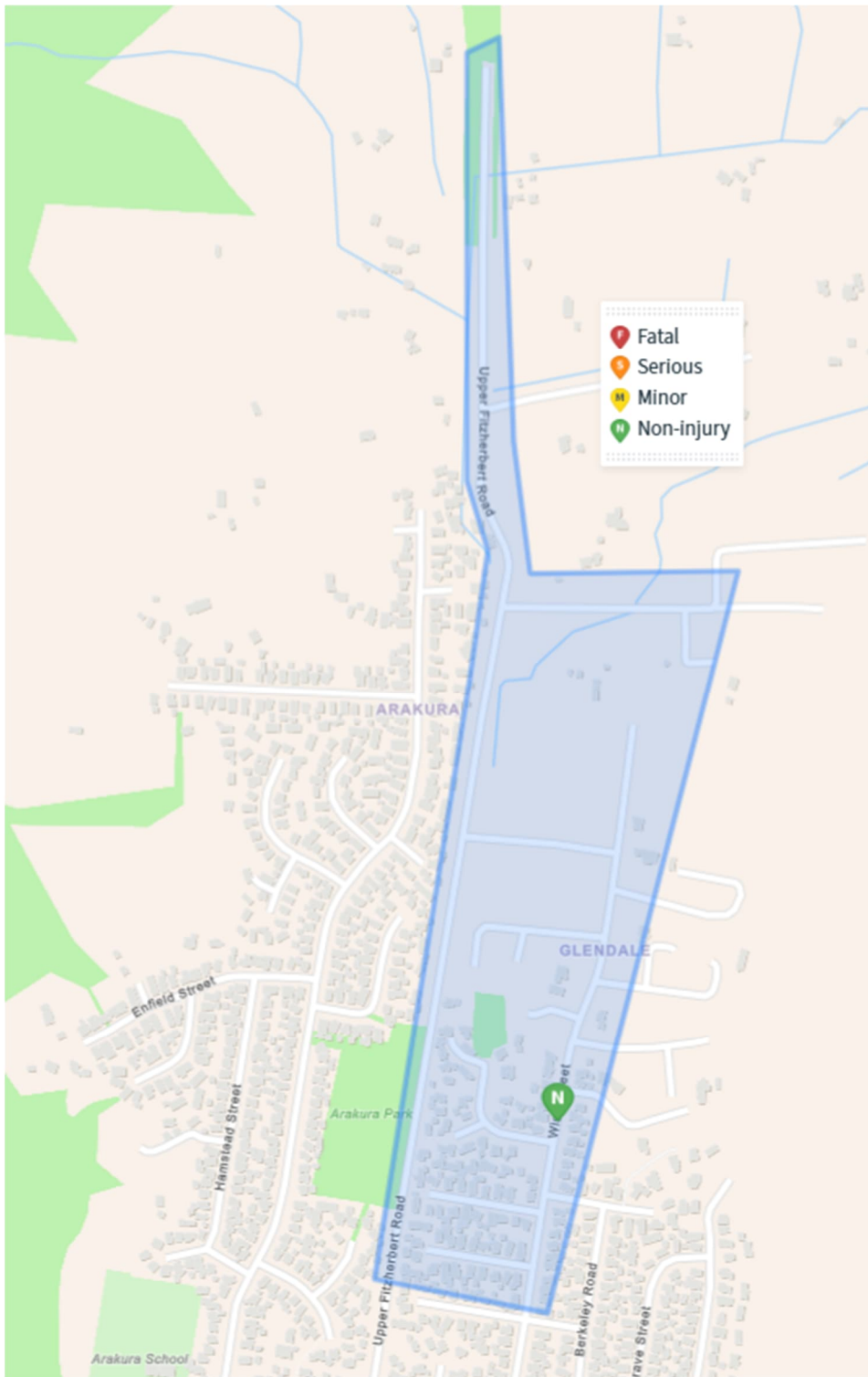


Figure 5 Crash history map

The crash occurred in 2022 and was a non-injury crash that occurred on Wise Street where a vehicle lost control and hit a parked vehicle. This is a typical type of crash that occurs in suburban areas.

Based on the crash record, the adjacent road network does not appear to have any significant systemic safety problems.



5.0 POTENTIAL MEDIUM DENSITY RESIDENTIAL ZONING

An indicative layout (refer Cuttriss Drawing 31085 SK1 Dated May 2026 – **Appendix 2**) shows a potential subdivision layout yielding 72 lots. The layout is indicative, and for the purposes of this assessment a maximum of 100 lots has been assumed.

The expected trips generated by this rezoning can be estimated based on NZTA's Research Report 453 which recommends 10.9 trips per household per day. Therefore, rezoning could generate up to 1,090 additional trips per day, or 120 trips per peak hour.

6.0 ASSESSMENT OF EFFECTS

The indicative layout shows a road connection to Wise Street, and there is an existing connection to the road network on Upper Fitzherbert Road.

This assessment assesses the effects of connecting the site at each road in turn.

6.1 WISE STREET ASSESSMENTS

The indicative layout shows a road connection to Wise Street. Wise Street currently ends about 150 m south of the site. The road can be extended to provide access to the site as there is legal access via a paper road.

6.1.1 SAFETY

Wise Street is a modern residential street with wide lanes, parking available on both sides, footpaths on both sides, and has streetlighting. Its alignment is straight and has a flat to slight grade. The traffic volumes and vehicle speeds are low.

NZTA's Speed Management Framework⁶ identifies the risk of travelling on roads based on infrastructure provided, crash history, and traffic volumes. This framework identifies Wise Street has a low personal and collective risk, indicative of the safe road and roadside features.

Based on the above, there are no existing safety concerns with Wise Street.

It is expected that no new safety concerns would eventuate through additional traffic generated from a potential residential development on the proposed rezoned land.



Figure 6 Wise Street looking south from near the current road end

⁶ Accessed from NZTA's Megamaps application 28 May 2026.



6.1.2 SIGHT DISTANCE

Available sight distance plays an important role in drivers' decisions and whether it is safe for vehicles to continue travel. An on-site assessment has been conducted to estimate the available sight distance and compare it to the industry guidance (Austroads⁷). Approach Sight Distance (ASD) is the minimum distance that should be provided on any road. Austroads indicates that for roads with posted speed limits of 50 km/h (assuming an operating speed of 60 km/h) the minimum sight distance requirement is 56 m.

The indicative layout shows Wise Street continuing on a similar alignment from the paper road north across the site. The assessment found that sight distance along alignment exceeds the minimum required.

6.1.3 ROAD NETWORK

The road network extends toward the site and there is no road network north of the site, apart from Upper Fitzherbert Road. There is an existing right-of-way on the northern boundary. As noted in Section 3.3, there is an existing Council development framework that indicates proposed development of the roading network further north of the site. This would provide an effective circulatory movement function for all modes of transport.

Road design within the site can be consistent with this framework and could accommodate development further north. This is demonstrated by the indicative layout showing a legal width for Wise Street of 20 m and the road lot continuing to the northern boundary. Future development could be facilitated through provision of an isolation strip, and a future resource consent to determine whether legal access shall be provided.

6.1.4 ROAD CAPACITY

The capacity of the road network was assessed considering the existing and forecast peak hour traffic volumes at the following key locations:

- Wise Street and Norfolk Street.
- Norfolk Street and Wellington Road.
- Wellington Road and Nelson Cres/Parkway.

These locations were selected as peak hour traffic from the site will likely travel between Wise Street, Norfolk Street, Wellington Road and Parkway to travel to other destinations in Hutt City and the Wellington region.

Table 2 presents the current traffic volumes through each intersection and the average gap between vehicles in the peak hour.

Table 2 Capacity assessment for peak hour travel

Intersection	Daily traffic volumes entering	Peak hour traffic volumes	Gaps (Seconds)
Wise Street and Norfolk Street	7367	737	10
Norfolk Street and Wellington Road	5832	583	12
Wellington Road and Nelson Cres/Parkway	9771	977	8

At priority intersections where drivers turn right across oncoming traffic require around 5 seconds gap in traffic. Based on the gaps estimated in **Table 2** there are no capacity constraints in locations identified, and the additional traffic generated from a potential residential development on the proposed rezoned land is not likely to cause capacity issues.

6.1.5 WALKING AND CYCLING NETWORK

⁷ Austroads. (2009). Guide to Road Design Part 4A: Unsignalised and Signalised Intersections. Table 3.2. Sydney.



There are existing footpaths on both sides of Wise Street, and the indicative layout provides sufficient space for these to continue within the site. The site immediately south is currently being developed, and the design of that site includes footpaths on both sides, allowing for continuation of the walking network from the existing end of Wise Street to the site.

There are two established walkways onto Upper Fitzherbert Road from residential developments that have vehicle access from Wise Street. These are south of the site. One is located about 700 m south of the site which is aligned to an existing bridge across Black Creek providing access to Arakura Park. The other is 400 m south and does not provide access to a specific activity, aside from Upper Fitzherbert Road and Black Creek. As there is currently no walking infrastructure on Upper Fitzherbert Road, and there are existing safety issues associated with Upper Fitzherbert Road, it is not appropriate to provide a connection from the western edge of the site to Upper Fitzherbert Road. Pedestrian connectivity can be assessed at the time of any resource consent.

Cyclists can share the wide lanes on Wise Street and can continue to do so with the provisions made on the indicative layout for the site, and the site under development immediately south.

6.1.6 BUS NETWORK

As noted in Section 3.3 the nearest bus service is about 1.5 km away from site. Greater Wellington Regional Council has a target of a 5-minute walk to bus stops (around 400 m) in urban areas. Therefore, there is a significant catchment of people that could be better serviced by bus services in this area. It is noted that while bus services do not fully meet this aspirational threshold there is some connectivity provided with a flat route on wide footpaths.

While the service would be along a no exit leg, the development at 217 and 239 Wise Street does include a loop road that would allow bus services to provide for the existing demand and provide a service closer to the site.

6.2 UPPER FITZHERBERT ROAD ASSESSMENTS

While not shown in the indicative layout as this connection currently exists it is assessed.

6.2.1 SAFETY

Upper Fitzherbert Road has a narrow seal width, and while two cars can pass each other, larger vehicles would need to slow and pull to the side to allow safe passage.



Figure 7 Upper Fitzherbert Road looking north with site on the right (powerpoles, deep drain)





Figure 8 Upper Fitzherbert Road looking south with site on the left (powerpoles, deep drain)

There are roadside hazards close to the road. There is a deep land drain about 1 m from the western road edge, and power poles about 1 m from the eastern road edge.

If a vehicle loses control the crash types will be run-off-road resulting in serious or fatal severity. The likelihood of these crashes is low based on the low traffic volume.

Crashes involving pedestrians and cyclists could also occur due to the narrow seal width.

Some mitigation is already in place to address crash risk including signs and markings and speed humps. The speed humps reduce vehicle speeds and therefore the severity of any crashes. These are located over 400 m from the site.

The above safety risks could be further mitigated through engineering treatments. However, it would not be appropriate to provide an access to the site from Upper Fitzherbert Road due to the significant increase in likelihood of crashes due to the increase in traffic volume (from 59 to over 1,100 vehicles/day), and there being a safer option via Wise Street.

No further assessment of access via Upper Fitzherbert Road has been completed.

6.3 INTERNAL ROADING

NZS 4404 Land Development and Subdivision Infrastructure Standard provides road design standards for roads within various places and environments. For sites such as this, in suburban areas, providing access to housing with up to 200 dwellings, the road design standard includes a 15 m road reserve, 1.5 m wide footpath on each side and movement lanes of 5.5 m – 5.7 m and is classified as a local road (~2,000 vehicles/day).

The indicative layout includes a main loop road that intersects an extended Wise Street. The road widths of both these roads meet or exceed the above NZS 4404 standard and can accommodate a medium density residential development. Specific widths and road features such as parking and footpaths can be designed and assessed against the relevant District Plan provisions and requirements at the time of any future resource consent.

The indicative layout also includes minor roads from the loop road. The road widths for these minor roads are shown as 9 m, which meets NZS 4404.

7.0 PROPOSED DISTRICT PLAN ASSESSMENT

The relevant standards from the PDP and an assessment of compliance are shown in **Table 3** and **Table 4**.



Note the standards shown are those relevant to a rezoning, rather than a resource consent which would include for all the standards in the Transport Chapter.

Table 3 Assessment against the provisions of the Infrastructure Chapter of the PDP.

INF-S15 – Road Design – Permitted Activity	Compliance
1. Cycleways and shared paths located outside of the road reserve are exempt from this standard.	N/A
2. All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure, except where superseded by a clause in this standard.	Can comply. Refer Section 6.1.3 and 6.3
3. New roads must be provided with pedestrian footpaths in accordance with the following: a. Peri-urban Roads, Rural Connectors and Rural Roads: footpaths must be provided on at least one side of the roads. b. All other roads: Footpaths must be provided on both sides of the road. c. All footpaths must be clear of the carriageway.	b applies. Can comply. Refer indicative layout showing legal road width of 20 m allowing space for footpaths on both sides.
4. Pedestrian footpaths must have: a. A minimum width of 1.8m, and b. A crossfall not exceeding 2%, including where intersected by vehicle crossings.	Can comply. Refer indicative layout showing legal road width of 20 m allowing space for footpaths on both sides.
5. The road must not be a no-exit road.	Can comply. Wise Street can remain a no-exit road, and could extend further north subject to resource consent. Refer Section 6.1.3.
6. All roads must be formed with a minimum 4m permanently navigable movement lane to ensure suitable access for firefighting.	Can comply. Refer indicative layout showing legal road width of 20 m allowing space for wide movement lanes.
7. Street lighting must be provided in accordance with AS/NZS 1158:2005 Lighting for Roads and Public Spaces	Can comply. Refer indicative layout showing legal road width of 20 m allowing space for streetlighting.
8. Street trees must be provided in accordance with Table 1: Street trees specifications and Table 2: Street trees species list.	Can comply.
9. All roads must be designed so that compliance is achieved with New Zealand Standard 6806:2010 Acoustics – Road-traffic noise – New and altered roads	Can comply.



Table 4 Assessment against the relevant provisions of the Transport Chapter of the PDP.

TR-R3: All activities – Trip generation	Compliance
<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a) New activities do not exceed a motor vehicle trip generation threshold set out in Table 8: High trip generating activity thresholds, including when assessed cumulatively with all other activities which share on-site motor vehicle access, circulation, or parking, b) Where the activities are located in the City Centre Zone, Metropolitan Centre Zone or the Specified High Trip Generator Exemption Overlay, no more than 10 on-site motor vehicle parking spaces are provided for the activity, and c) Alteration or expansion of an existing high trip generating activity does not: <ul style="list-style-type: none"> i. Increase motor vehicle trip generation by greater than 5%, ii. Alter, remove, or increase the number of, vehicle crossings which provide access to the activity, and iii. Remove the ability for vehicles to enter and exit the site in a forward direction. <p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is not achieved with TR-R3.1, or b. The activity is a new service station or a new drive-through activity. <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. The extent that the development provides for active and public transport modes. 2. Positive effects on facilitating the uptake of active and public transport modes where in relation to any matter specified in TR-P7: Positive effects. 3. Effects on the capacity, safety, efficiency, and multi-modal function of the transport network. 4. Whether safe and effective access can be provided and maintained for emergency service vehicles to the site and within the transport network. 5. The design of transport facilities and their integration with the transport network. 6. Whether any improvements to the transport network are proposed or required as a result of the activity, and a financial contribution has been made in accordance with the provisions of the Financial Contributions chapter. 	<p>Does not comply. The indicative layout and transport assessment contained within this report assesses the effects for up to 100 units. The matters of discretion that are likely relevant to the proposed rezoning include:</p> <ul style="list-style-type: none"> 1. The provision of infrastructure for active modes and allowance for bus services. 2. The provision of the ability for connections to external multi-modal networks, and to enable a movement corridor to extend north. 3. The safety and capacity assessments contained in this report. <p>An Integrated Transport Assessment can be completed as part of any future resource consent application that considers these matters in more detail.</p>



<p>7. The transport needs of activities on the site.</p> <p>8. Any cumulative adverse effects.</p> <p>Information Requirements: Applications made under this rule must include an Integrated Transport Assessment prepared by a suitably qualified traffic engineer or transport planner. Where the application is for a new high trip generating activity the Integrated Transport Assessment must include a travel choice assessment. The Waka Kotahi NZ Transport Agency guidelines in Research Report 422: Integrated Transport Assessment Guidelines, November 2010 should be used to inform any Integrated Transport Assessment.</p>	
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In summary, the indicative layout and connection to the existing transport networks is consistent with the direction of the relevant provisions of the Transport and Infrastructure chapters of the Proposed District Plan which seeks to ensure that developments are safely accessible by a range of transport modes, the transport needs within the development can be met, reliance on private motor vehicles is reduced, and the safety, efficiency and multi-modal function of the transport network is not compromised.

8.0 CONCLUSIONS

An assessment of the transport effects for the potential rezoning of 104 Upper Fitzherbert Road from Rural Residential Zone to Medium Density Residential Zone was completed and found that traffic effects can be managed. The assessment is summarised as follows:

- External road connections could be provided by an extension of Wise Street. The road design for Wise Street and any internal roading should be considered to meet relevant standards.
- The crash record does not indicate any systemic safety problems on the road network adjacent to the land.
- There are opportunities to extend the bus service on Wise Street from Norfolk Road toward the site providing increased travel choices for the community.

9.0 LIMITATIONS

9.1 GENERAL

This report is for the use by Urban Plus Limited and Hutt City Council only and should not be used or relied upon by any other person or entity or for any other project.

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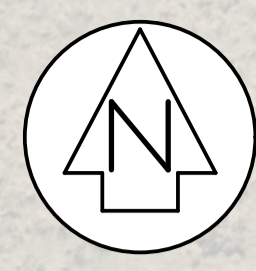
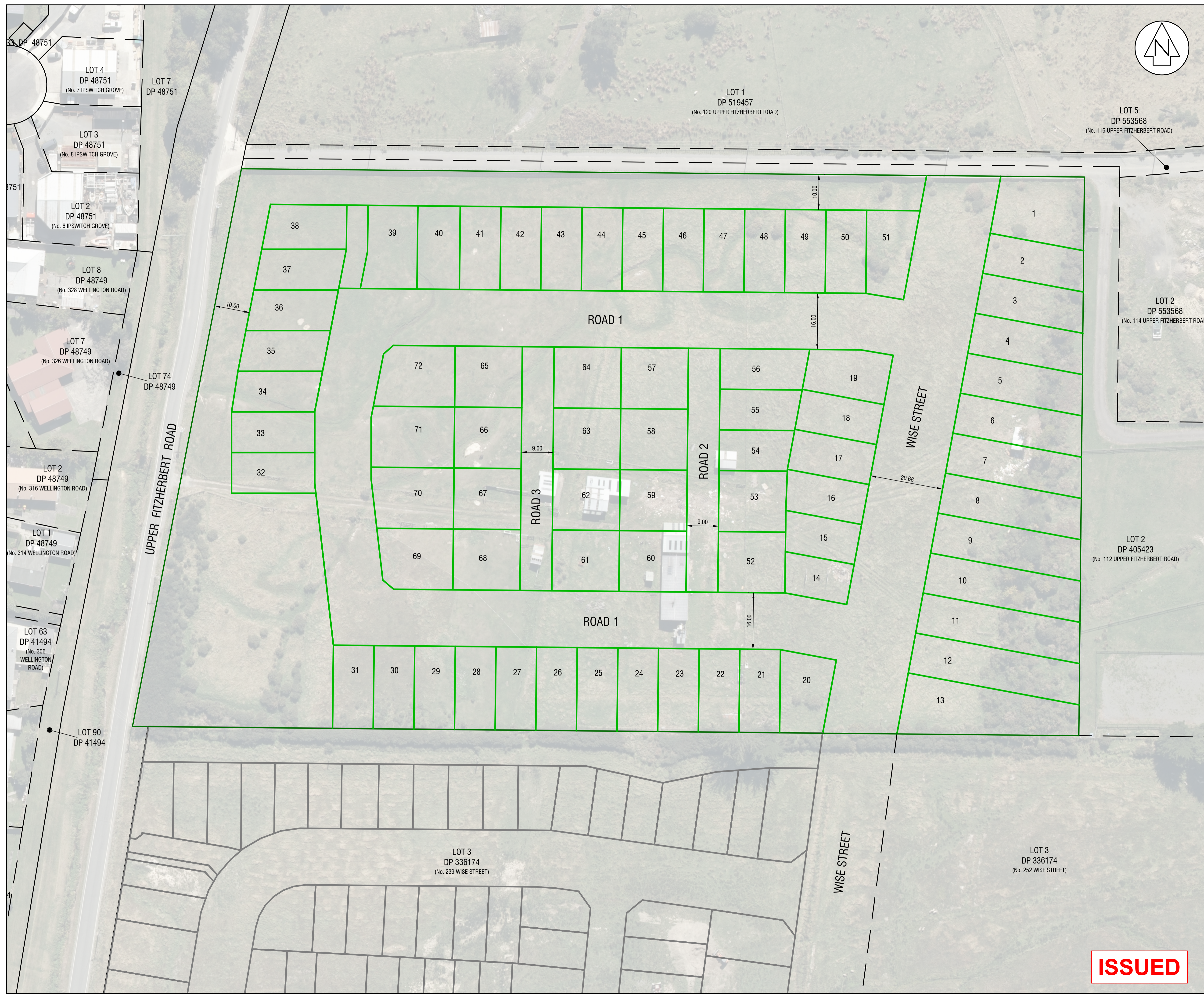


APPENDICES

APPENDIX 1
CRASH HISTORY REPORT

CODED CRASH ID	Crash road	FEATURE	Distance	Direction	Side road	Easting	Northing	Longitude	Latitude	ID	Date	Day of week	Time	Description of events	Crash factors	Surface condition	Natural light	Weather	Junction	Control	Casualty count fatal	Casualty count serious	Casualty count minor	Social Cost \$(m)
1352779	WISE STREET		25	N	GRIMSBY GROVE	2E+06	5E+06	174.95	-41.239	2E+09	#####	Tue	13:50	Van1 NDB on WISE STREET lost control turning left; went off road to left, Van1 hit parked (unattended) vehicle	VAN1, alcohol test below limit, other misjudged speed, distance or position	Dry	Bright sun	Fine	Driveway	Nil	0	0	0	0.05

APPENDIX 2
INDICATIVE LAYOUT



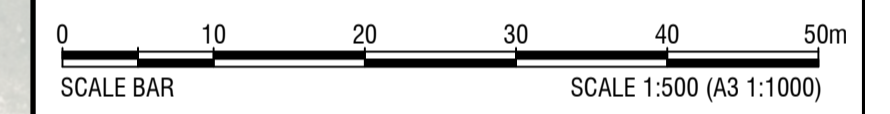
REVISION DETAILS		NAME	DATE
A	FOR EVIDENCE	SRG	05/26

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PROJECT
**PROPOSED SUBDIVISION
 LOT 1 DP 80607
 104 UPPER FITZHERBERT
 ROAD,
 LOWER HUTT**

SKETCH PLAN

SCALE A1 - 1:500		REDUCED SCALE A3 - 1:1000	
FIELDWORK	NAME	DATE	DRAWING NUMBER
DESIGNED	SG	04/26	31085 SK1
DRAWN	CG	04/26	SHEET 1 OF 1 SHEETS
CHECKED	SG	04/26	REVISION A

ISSUED