Summary of my submission to the Hearing Stream 8: Benmore Cresent 12th Nov, 2026
John Harrison

As a background - my wife and I have lived in Mary Huse Grove in Manor Park for 10 years now, part of a close and vibrant community. You may be able to guess that my wife and I (along with the entire community) are totally opposed to the rezoning of 30 Benmore Cres and the Rail corridor to general Industrial. I believe that having a General Industrial zone so close to a quiet community comprising residental housing, long term dementia care hospitals, several care houses for people with intellectual disabilities, a Golf Club which has international bird sanctuary accreditation, is trotally unwarranted.

This Zoning hearing and the RM230019 Waste Transfer "park" resource consent application are expressly stated as separate proceedings by the Section 42A reporting officer, and yet his report and conclusions appear to recommend changes which explicitly facilitate that resource consent.

I also totally oppose the rezoning of the rail corridor to General Industrial - this just seems to have no point other than to allow any construction on the main site to circumnavigate current residential height-in-relation-to-boundary (60 degrees recession plane). In my opinion this recommendation is extremely disingenuous and plainly aimed at aiding the RM230019 resource consent. I also consider that this recommendation by Mr Osborne in his report is outside of his mandate of reviewing Rural and Industrial zoning, as it is currently zoned Residential, and should therefore be disregarded

I'm sure that other people submitting will cover the many other effects of a possible change to General Industrial, but I have some specific observations to make around traffic.
These use the figures quoted by Mr Georgeson (Traffic consultant on behalf of Te Karearea and WM) in support of a General Industrial rezoning and are from the projections made for the resource consent RM230018 supplied by Stantec on behalf of Rosco Ice Cream . Note that Mr Georgeson stated that this was "traffic movements" and could be any kind of vehicles. In fact that information is broken down into "Heavy Goods Vehicles" and "others for the daily major traffic periods (8.15 - 9.15am and 4.45 - 5.45pm) quoted for that report referred to. See attached pages from the RM230018 resource consent application

We have serious concerns around the current safety and visibility on the SH2/58 flyover, as it stands at present, but, much much more so in the absolute inaccurracy in the practical outcome using the supplied traffic projections below resulting from an Industrial zoning of any kind.

We already have concerns over the gradient of the ramp into Manor Park and the ability for heavily loaded trucks being able to stop (particularly without using engine brakes), and the proposed new right turn bay into Benmore Cres is not big enough to accommodate even one semi-trailer without causing a blockage on the through lane into Manor Park. This, coupled with the Rail barrier arms being down for extended periods of time, will back the traffic up into the flyover, potentially blocking traffic from moving. It is also important to note that Benmore Crescent intersection is only 10 to 15m distance from the rail level crossing and any accidents in this vicinity could result in vehicle debris on the railway line.

The traffic estimate proposal totals an extra 2900 vehicles per day turning in and out of Benmore Crescent alone - this is in addition to the 1,500 vehicles that currently come in and out of Manor Park each day, and 400 that use Benmore Cres. It is also important to note that this proposed increase in traffic using the flyover to get in and out of Manor Park does not take into consideration the significant increase in traffic that we are now also experiencing as a result of the closure of Hebden Cres exit for Southbound traffic onto SH2, which now have to go north, around Manor Park interchange and back onto SH2 southbound.

Looking in particular, at pm projected peak hour flows, between 4.45 and 5.45pm – (and remember these figures have also been supplied by the developer) - and also do not include the significant increase in interchange traffic as a result of the closure of Hebden Cres exit for Southbound traffic onto SH2, which now has to go north, around Manor Park interchange and back onto SH2 southbound.

I have quantified this “extra” traffic from the development in terms of total vehicle length.

So, according to Waka Kotahi (NZTA) and Rosco Industrial, there will be a total of 4,888m of **extra** traffic (yes, just under 5km of vehicles – a mixture of Heavy vehicles (large trucks) and Other Vehicles) coming out of Benmore Crescent, onto the Manor Park interchange on weekdays in the hour between 4.45 and 5.45pm. (The assumptions I’ve made in terms of total length of estra vehicles are itemised below) These vehicles will be attempting to leave in 3 possible directions:
SH2 going south; SH58 going west; SH2 going north

As anyone who has tried to drive north on SH2 from Lower Hutt to Silverstream at that time will know that traffic is more often than not at a standstill, and often backed up to the south of the interchange, and up the north flowing off-ramp from SH58 onto SH2

Imagine the shambles trying to elbow 4,888 metres of traffic (590 vehicles) into that traffic backlog – ***potentially 1.6km of vehicles, just going north alone, down the ramp from the interchange onto a static SH2 in the peak 1hr period***. It would back up around the interchange, back down into Manor Park, blocking entry of all vehicles to and from SH2 south, SH58 west and SH2 north

We can expect absolute chaos many days of every working week – and "experts" on that same report predict that disruption to traffic on the interchange would be between 3sec and 11.6sec extra per vehicle – that would be only if entry and exit was clear, and it sure won't be during the pm peak hours.
These assumptions by Waka Kotahi, Roscos and Te Karearea need much, much further in-depth scrutiny

Now back to the community - Manor Park has one way in and one way out, with the increase in traffic using the flyover, it also increases the risk and likelihood of an accident, potentially blocking our only access in and out of Manor Park. We are a community including elderly, hospitals and care homes, and emergency services are a common occurrence in our community. If the intersections and interchange were to be blocked in any way, this would also prevent emergency services accessing Manor Park and providing necessary facilities – ambulance, fire-fighting etc

Please seriously consider the impacts that an industrial zone would have on the access and safety of the residents on Manor Park and Haywards and the visitors to our hospitals and the Golf Sanctuary, as well as the potential absolute logjam of SH2 and SH58 being created by any potential Zone change

In conclusion, I, along with our entire community, are very much against a change to General Industrial zoning for 30 Benmore Crescent and the Rail Corridor, and vehemently support retention of the current General Rural zoning

Figures and calculations table below:

Total site development vehicle movement figures

Figures below from Rosco Industrial (Stantec) submission TE KAREAREA BUSINESS PARK BENMORE CRESCENT AND MANOR PARK ROAD UPGRADES, and original WM Resource Consent Request RM230019

Traffic at peak Hours: 590 p/h Total est approx 2900 per day

8.15 - 9.15am	Vehicles/h	Length (m) p/h		av length	
HGV (Heavy Goods Vehicles)	197	2955.00	m	15.00	Large rigid truck (11.5m), B Train / Truck and trailer (19.0m)
Small trucks, utes, car + trailers, cars	393	2829.60	m	7.20	Car (4.5m), Car+trailer (9m), smalltrucks,vans (8m)
Total length in morning peak hour		5784.60	m		

16.45 - 17.45pm				av length	
HGV (Heavy Goods Vehicles)	82	1230.00	m	15.00	Large rigid truck (11.5m), B Train / Truck and trailer (19.0m)
Small trucks, utes, car + trailers, cars	508	3657.60	m	7.20	Car (4.5m), Car+trailer (9m), smalltrucks,vans (8m)
Total length in afternoon peak hour		4887.60	m		

2900 per day from site alone (pg 16 RM230019)

- "590 plus existing 140vph" pg 16 Resource Consent Application (2900 vpd. Note that the 140vph is not included in the above calcs (from para.7 of further information request email from Kathryn St Amand, NZTA to SpencerHolmes, 24 Nov, 23)
- 590vph "does not account for the closure of the Hebden Crescent" and is also not included in above calculations (400-500 per day - Kathryn St Amand, NZTA, email 20 Apr, 2023)

(numbers above taken from para.7 of further information request email from Kathryn St Amand, NZTA to SpencerHolmes, 24 Nov, 23)

Embedded below is a PDF taken from the RM230018 Resource consent application, using figures provided from page 16 of the “Stantec // Rosco Ice Cream Limited // Benmore Crescent Tenancy Development” Report which were used by Mr Georgeson in support of the change from Rural to General Industrial, showing the traffic figures I based my calculations above

Traffic Generation Forecast.pdf