

BEFORE THE INDEPENDENT HEARING PANEL

APPOINTED BY HUTT CITY COUNCIL

IN THE MATTER of the Resource Management Act
1991

AND

IN THE MATTER of Submission 516 on the
Proposed District Plan: 104 Upper
Fitzherbert Road, Wainuiomata -
Rezoning to Medium Density
Residential Zone

HEARING TOPIC Hearing Stream 3: Residential /
Rural

OPENING STATEMENT OF SAMUEL WILKIE

TRANSPORT EVIDENCE IN RELATION TO SUBMISSION 516

17 June 2026

1. INTRODUCTION

- 1.1. My name is Samuel Miles Wilkie. I provided primary evidence in support of Submission 516, dated 4 June 2026. My qualifications, experience and commitment to complying with the Expert Witness Code of Conduct 2023 are set out in my primary statement of evidence.
- 1.2. The site is 104 Upper Fitzherbert Road, Wainuiomata which has access to Upper Fitzherbert Road and the Wise Street road reserve Submission 516 seeks to rezone the site to Medium Density Residential Zone.

2. SUMMARY OF PRIMARY EVIDENCE

- 2.1. My primary evidence included consideration of the following matters:
 - a) *External road connections* – access to the site could be provided via Upper Fitzherbert Road or Wise Street. My assessment found that Wise Street could be extended to the site and provide a safer access point with a modern road design. This is based on existing safety risks associated with Upper Fitzherbert Road.
 - b) *Potential traffic generated* – an estimate of the traffic generated was made based on 100 lots located at the site, considered a realistic upper limit relative to the indicative layout of 72 lots.
 - c) *Road network effects* – the existing road network has sufficient capacity for the traffic generated. Wise Street has sufficient width, and downstream intersections would likely provide sufficient gaps for traffic generated.
 - d) *Road safety effects* – an assessment of the crash history found no specific crash trend in the area around the site, and low risk associated with Wise Street. In my view no new safety concerns would eventuate through additional traffic generated.
 - e) *Walking and cycling infrastructure* – walking connections can be provided on a Wise Street extension as demonstrated by the indicative layout and also limited to Upper Fitzherbert Road to mitigate safety concerns of pedestrians walking along Upper Fitzherbert Road. Cyclists will be able to share lanes as they currently do.
 - f) *Bus services* – local bus services could, at the discretion of Metlink, extend closer to the site which would provide connections to other parts of Hutt City.

3. COUNCIL OFFICER'S EVIDENCE

3.1. Mr Bellamy has had my evidence reviewed by Luke Benner (Council's consultant Traffic Engineer). Mr Benner states that in his opinion it is possible to support the requested rezoning and stated the following:

- a) the development of the site and its internal transport design elements (roads, footpaths, servicing etc) can be assessed appropriately under the transport rules and standards of the proposed district plan.
- b) a wider assessment of network effects (including the two roundabouts of Nelson Crescent/Moohan Street & Wellington Road/Parkway) will also be required at resource consent, with specific regard to safety and traffic capacity.
- c) The PDP provisions should be amended to secure the ability for a road to extend north through 104 Upper Fitzherbert Road to the boundary of the neighbouring block with this to provide certainty that this strategic road connection can be provided.

3.2. I agree that the internal transport design elements and wider network effects will require assessment of network effects at time of any resource consent, and agree that the PDP provisions provide an appropriate mechanism for that assessment.

3.3. I understand Ms Wynne will respond to the c) item.

4. RESPONSE TO REBUTTAL EVIDENCE

4.1. Mr Benner completed a review of the crash history including Wise Street, Norfolk Street, and Wellington Road concluding these roads are operating relatively safely. I agree with this conclusion based on the low severity and speeds of the crashes.

4.2. Mr Benner also reviewed the crashes and layout of the Wellington Road/Parkway roundabout concluding that some of the crashes might indicate higher speeds and potentially the dual lane approaches may influence vehicle speeds. I agree with this conclusion, and that this potential existing safety risk be assessed along with the effects of any development at 104 Upper Fitzherbert Street on that risk at the time of any resource consent.

4.3. Mr Benner notes that an assessment of the Nelson Crescent/Moohan Street roundabout would be required with a resource consent application. However, the rebuttal evidence suggested that this roundabout is operating with no particular concern. Whether further assessment of a

development's effects on the safety or efficiency of this roundabout is required can be determined at the time of future resource consent; there is no evidence of operational issues that would undermine the rezoning sought.

- 4.4. Mr Benner states that theoretically three dwellings could be constructed on each site and that a transport effects assessment could consider a lower range and an upper range for traffic generated. I note that the indicative layout included 72 lots and I considered a yield of up to 100 lots/dwellings. As stated in my primary evidence while it is 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. In any case, the yield will be confirmed at time of any resource consent, and the PDP includes a threshold of 20 dwellings for an ITA which provides an appropriate mechanism for that assessment. However, I note that the road network will generally provide sufficient capacity even considering the upper range, albeit with some locations (Parkway roundabout) to be assessed further at resource consent stage.

5. CONCLUSION

- 5.1. Overall, I agree with the rebuttal evidence as it relates to transport, and the matters covered above and consider that the rezoning of 104 Upper Fitzherbert Road to the Medium Density Residential Zone is appropriate and should proceed.