

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

**IN THE MATTER** of the Resource Management  
Act 1991 (**RMA**)

**AND**

**IN THE MATTER** of a request by **MAYMORN  
DEVELOPMENTS LIMITED** for  
Private Plan Change 55  
(Gabites Block) to the Upper  
Hutt District Plan under Part  
2 of Schedule 1 to the RMA

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**SUMMARY OF EVIDENCE OF JAMES WHITTAKER**

**TRAFFIC AND TRANSPORTATION**

**17 OCTOBER 2022**

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**Counsel acting:**

**JAMES WINCHESTER**  
**BARRISTER**

P 06 883 0080

M 021 303 700

*the office*

Level 1, 15 Joll Road

PO Box 8161, Havelock North 4130

[jameswinchester.co.nz](http://jameswinchester.co.nz)

**SUMMARY OF EVIDENCE OF JAMES WHITTAKER ON BEHALF OF MAYMORN DEVELOPMENTS LTD**

1. My name is James Whittaker. I am a Principal Transportation Planner at Stantec NZ where I have worked for the past 17 years practising as a traffic planning/engineering specialist.
2. I prepared a statement of evidence for this hearing dated 30 September 2022.
3. A brief summary of the key aspects of my evidence is as follows.
4. The proposed Plan Change 55 (“PC55”) request and accompanying Structure Plan seek to enable development of the Site known as ‘Gabites Block’, to accommodate a mixture of low density residential and rural residential subdivision that will provide for approximately 170-200 lots in total.
5. Access to the Site is proposed via three new intersections to Maymorn Road. In my opinion, the proposed locations for the new Site intersections are logical and, through development of suitable detailed design at the subsequent subdivision stage that would be subject to Council approval, are capable of providing safe access and egress on Maymorn Road.
6. The proposed PC55 Structure Plan provides an indicative internal movement network and roading layout for the Site, and was developed collaboratively between the wider project team (including Mr Hudson) to integrate with landscape and character considerations. The Structure Plan includes a series of internal roading typologies that show how space in the road corridor would be allocated for different transport modes and infrastructure.
7. Good quality pedestrian and cycle connections both within the Site and along Maymorn Road, including a new shared path forming an alternative section of the Remutaka Rail Trail (enabled by the proposed contribution of additional land to the Maymorn Road reserve from the Site), are included as purposeful components of the proposed Structure Plan.

- 8.** I note that since the application was notified the PC55 provisions have been updated and now require that portion of the shared path between the Site's southern access and the Maymorn rail station to be constructed (at the developer's cost), prior to the Site being occupied. An indicative plan demonstrating the possible alignment of this path between the Site and the rail station was appended to my evidence.
- 9.** My analysis of traffic generated by PC55 concludes that the Site, when fully developed, could be expected to generate approximately 140 vehicles per hour during the AM and PM weekday commuter peaks, and up to 1,640 vehicles per day. Of these, the majority are expected to route north to and from State Highway 2 ("SH2").
- 10.** I acknowledge that with PC55 in place some drivers may experience longer delays turning at the Plateau Road / SH2 intersection, much in the same way as occurs now where a range of delays are experienced by drivers depending on the time of day and traffic conditions. My detailed analysis of the intersection with development traffic added shows it can continue to operate with good levels of service, noting that Waka Kotahi NZ Transport Agency accepts that the associated effects arising from PC55 development can be adequately accommodated at this location, without mitigation.
- 11.** I have reviewed the safety record for the streets surrounding the Site and find that there is no indication that the current roading environment in the vicinity is inherently unsafe, or presents difficulties to the existing road users.
- 12.** Overall, I find that the proposed PC55 would not cause the function, safety or capacity of the adjacent road network to be compromised, and that an appropriate outcome for all users can be delivered.
- 13.** I note the Council's Reporting Officer, in taking account of advice from the Council's consultant traffic engineering advisor, reaches an equivalent satisfactory conclusion around the transportation effects of the proposed PC55.

14. I am happy to answer any questions the Commissioners may have regarding my evidence.

**DATED** 17 October 2022



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James Whittaker