

**BEFORE HEARING COMMISSIONERS  
IN NEW PLYMOUTH**

**UNDER THE**

Resource Management Act 1991 ("**Act**")

**IN THE MATTER OF**

an application under s88 of the Act by Te Atiawa Iwi Holdings Ltd to undertake an eight-townhouse development at 51 Barrett Street, New Plymouth for Land Use Resource consent application **LUC22/48356**

**BETWEEN**

**TE ATIWA IWI HOLDINGS LIMITED**

Applicant

**AND**

**NEW PLYMOUTH DISTRICT COUNCIL**

Consent authority

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**STATEMENT OF EVIDENCE OF ANDREW SKERRETT  
(TRAFFIC)**

*Commissioner: Angela Jones*

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## **INTRODUCTION**

### **Background, qualifications and experience**

1. My full name is Andrew Skerrett.
2. I hold a Bachelor of Engineering degree in Civil Engineering.
3. I have been a civil engineer for 35 years. My experience includes 8 years in the United Kingdom working for both a consultancy and a Local Authority, before moving to New Plymouth in 1996 to join Beca Ltd. I spent 21 years with Beca as a technical director leading many roading projects (including the Bell Block bypass and Mt Messenger Route Investigations), as well providing traffic engineering advice to both New Plymouth District Council and developers.
4. In 2017 I left Beca and established my own company, AMTANZ Ltd, to provide traffic and civil engineering services to a wide range of clients including NZTA, iwi, local authorities and developers. Projects have included the assessment of indicative roads for New Plymouths' Proposed District Plan, Traffic Impact Assessments of a subdivision on Tukapa St in New Plymouth, Parklands Avenue in Bell Block, Baily St in Waitara to name but a few.
5. My involvement with this proposal has been the provision of traffic advice regarding the access location, impact on the surrounding network in terms of safety and efficiency, and the car park layout and its compliance with the relevant standards.

### **Purpose and scope of evidence**

6. My evidence covers compliance of the application in terms of the traffic related rules of the Proposed District Plan.

### **Expert witness code of conduct**

7. I have been provided with a copy of the Code of Conduct for Expert Witnesses contained in the Environment Court's 2023 Practice Note. While this is not an Environment Court hearing, I have read and agree to comply with that Code. This evidence is within my area of expertise, except where I state that I am relying upon the specified evidence of another

person. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

## **TRANSPORT MATTERS**

### **Traffic Generation**

8. The proposed 8 Lots will generate around 75 – 80 trips per day, but not all of these will utilise the access, as each dwelling has one car park. The remaining car parking demand will utilise the surrounding streets. The development is therefore not a high trip generator in terms of Rule Trans R-8, and is therefore in compliance with this rule.
9. The access/driveway is located some 17.5m from the intersection of Barrett St and Morley St. It is compliant with Rules Trans -S2, S4, S5, S18, S19 and S23.
10. The car parking proposed complies with rules Trans - S7, S10, S11, S12 and S13.

## **CONCLUSION**

11. In conclusion, I believe the application is fully compliant with the transport related rules of the Proposed District Plan, and will have less than minor effects on the safety and efficiency of the local road network.

**1 August 2023**  
**Andrew Skerrett**