

**BEFORE INDEPENDENT HEARINGS COMMISSIONERS APPOINTED BY PORIRUA
CITY COUNCIL**

IN THE MATTER of the Resource Management Act 1991
("the Act")

AND

IN THE MATTER of the Proposed Porirua District Plan

**REBUTTAL EVIDENCE OF CLAUDIA JONES ON BEHALF OF WAKA KOTAHI NZ
TRANSPORT AGENCY**

INFRASTRUCTURE (HEARING 04)

28 January 2022

1. Introduction

- 1.1. My name is Claudia Paterson Jones and I am employed by Waka Kotahi as a Planner.
- 1.2. My qualifications and experience are set out in my Evidence of Chief, filed on the 21st of January 2022.
- 1.3. While I acknowledge I am an employee of Waka Kotahi, I note I have read, and agree to comply with, the Code of Conduct for Expert Witnesses as required by the Environment Court's Practice Note 2014. In providing my evidence all of the opinions provided are within my expertise and I have not omitted to consider any material facts known to me which might alter or qualify the opinions I express.

2. Scope of Evidence

- 2.1. My evidence addresses a point raised by **Karen Williams (planning) for Kāinga Ora**.

3. Evidence of Ms Karen Williams

3.1. Ms Williams states:

5.18 Related to this, and consistent with its nationwide response in relation to this matter, Kāinga Ora says that there is no evidence to demonstrate that there are reverse sensitivity effects occurring on the state highway and rail networks. As addressed in my evidence on the Noise chapter, determine that no evidence has been presented to-date that demonstrates the manifestation of reverse sensitivity effects on these networks. Accordingly, I consider specific reference to managing design and location of sensitive activities in proximity to the State Highways and Rail Corridor at Policy INF-P5-4 (as recommended in the s 42A report) to be redundant and unnecessary. In my opinion, the balance of INF-P5 provides adequate protection to these networks from the adverse effects of subdivision, use, or development within proximity of these regionally significant infrastructure networks, without requiring specific and additional reference within INF-P5. Beyond this, I also disagree with the drafting of INF-P5-4, which places the burden on the receiving environment to manage the effects of the state highway and rail networks, with no corresponding requirement for onsite management of operational effects within the network(s).

- 3.2. INF-P5-4 reflects the fact that there are mitigation measures required under the proposed rules within the effects area, and I support those rules as set out in my primary evidence and the evidence of Mr Chiles¹.
- 3.3. In regard to Ms Williams' statement that there is no evidence to demonstrate that there are reverse sensitivity effects occurring on the state highway and rail networks; this is addressed within Dr Stephen Chiles evidence (section 5) which concludes that where adverse noise and vibration effects are not adequately managed, consequential reverse sensitivity effects on Waka Kotahi may arise in addition to health effects on residents. The Waka Kotahi complaints register shows a number of complaints are received annually regarding the effects of noise and vibration from the state highway network.
- 3.4. With regard to Ms Williams' statement that there is no corresponding requirement for management of operational effects within the Networks, I consider that this is dealt with within the Infrastructure provisions, in particular INF-O5 and INF-O4 which require new/altered infrastructure, and maintenance and repair of infrastructure to be in a form, location and scale that minimises adverse effects on the environment.
- 3.5. Therefore, INF-P5.4 should be retained as recommended in the s42A report for Infrastructure. Furthermore, it is considered appropriate that sensitive activities located in close proximity to the state highway network are designed so that potential adverse effects on the State Highways are avoided, remedied or mitigated. This will also ensure human health is not compromised.

Claudia Jones

28 January 2022

¹ Statement of evidence of Stephen Gordon Chiles for Waka Kotahi – Noise and Vibration- 21 January 2022