

**Before a Panel of Independent Hearing Commissioners
appointed by Porirua City Council**

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

IN THE MATTER OF the hearing of submissions on Variation 1 to the Proposed Porirua
District Plan

**SUPPLEMENTARY STATEMENT OF EVIDENCE OF SELWYN JOHN BLACKMORE FOR
WAKA KOTAHI NZ TRANSPORT AGENCY**

Dated: 17 March 2023

1. INTRODUCTION

- 1.1 My full name is Selwyn John Blackmore. I am a Senior Principal Transport Planner at Stantec NZ, currently seconded to the New Zealand Transport Agency Waka Kotahi (**Waka Kotahi**) as a System Design Transport Planner for the Wellington region. I can confirm that I remain on secondment to Waka Kotahi at this time.
- 1.2 My supplementary evidence is in support of Waka Kotahi's evidence bundle, as submitted on 24 February 2023. In particular, it takes into account the various Porirua City Council and Waka Kotahi discussions regarding the need for an integrated transport strategy and Mr Smeaton's supplementary planning evidence (dated 9 March 2023).
- 1.3 To briefly recap, Waka Kotahi sought that the Northern Growth Development Area chapter be amended to include an overarching integrated transport strategy. The need for such a strategy was because of the following:
- (a) a need for the integrated transport planning and emission reduction policy directions (as set out in the relevant central, regional and local government transport and climate change policies as well as in the National Policy Statement on Urban Development) to be taken into account prior to detailed design commencing for each subdivision stage of the Northern Growth Development Area; and
 - (b) for State Highway 59 (SH59), an integrated transport strategy would also aid in the future planning and funding of this important state highway.
- 1.4 At the time of Waka Kotahi's submission, and lodgement of its supporting evidence, Waka Kotahi had proposed that the outcomes it seeks, as set out above (in Paragraph 1.3), might be practically achieved through either amending the objectives / policies for the Northern Growth Development Area or through deferral.
- 1.5 Since lodging its evidence, Waka Kotahi has continued to focus its efforts on how the integrated transport planning outcomes it seeks for the Northern Growth Development Area chapter could be practically implemented. This has included meeting with Porirua City Council, including the meeting held on the 3 March 2023¹ as referred to in Mr Smeaton's supplementary evidence, to further discuss the 'planning mechanism' options for how Waka Kotahi's integrated transport planning request might be given effect to.

¹ For further information on this meeting refer to Statement of supplementary planning evidence by Rory Smeaton on behalf of Porirua City Council Date: 9 March 2023, paragraph 19 and 20 ([Statement of supplementary planning evidence - Rory Smeaton - HS7.pdf \(storage.googleapis.com\)](#)). I concur with the information provided in these paragraphs

2. CURRENT STRATEGIC TRANSPORTATION ACTIVITY

- 2.1 In my statement of evidence, I referred to several strategic planning activities that had either only been recently completed or not yet completed or in some cases, had yet to even commence. I further noted that the challenge for Variation 1, was it had been publicly notified before these strategic transport planning activities had been completed. This challenge was particularly relevant for SH59 function and form as Waka Kotahi has only recently decided not to revoke the former SH1 following the opening of Transmission Gully.
- 2.2 Both my evidence² and Mr Smeaton's supplementary evidence³ references the pending strategic planning work for SH59. To this end, I note that Mr Keshaboina will be able to confirm, that Waka Kotahi is committed to developing a "SH59 transport strategy" in conjunction with the other relevant transport agencies.

3. RESPONSE TO MR SMEATON'S SUPPLEMENTARY EVIDENCE

- 3.1 I can confirm that I have read Mr Smeaton's supplementary evidence in response to Waka Kotahi's evidence bundle. Whilst I do not comment on Mr Smeaton's concerns about the planning mechanism options proposed by Ms Kirkbride⁴, I would like to acknowledge that I agree with Mr Smeaton:
- (a) that many of the wider transport concerns underpinning Waka Kotahi's request for inclusion of an integrated transport strategy are likely to be satisfactorily addressed through the existing provisions of the TR- Transport and INF – Infrastructure chapters and
 - (b) that proposed new clause DEV-NG-P2.4.f⁵ that requires any future connection to SH59 to be premised on adoption of a SH59 transport strategy, will also help to address Waka Kotahi's request for an integrated transport planning strategy.
- 3.2 However, with respect to sub-paragraph 3.1(b) above and as set out in Ms Kirkbride's supplementary evidence, Waka Kotahi believes that insertion of a technical advice note that advises on which transport agencies will be involved with development of the SH59 transport strategy will provide important clarity. This is because preparation of such a strategy, which will cover more than just potential improvements to SH59 (e.g. funding)

² See Section 7

³ See Statement of supplementary planning evidence by Rory Smeaton on behalf of Porirua City Council Date: 9 March 2023, paragraph 31

⁴ See Statement of supplementary planning evidence by Rory Smeaton on behalf of Porirua City Council Date: 9 March 2023, paragraph 22

⁵ Ibid, paragraph 34

and will need to involve at a minimum: Porirua City Council; Greater Wellington Regional Council; KiwiRail; Kāinga Ora and possibly Ngāti Toa.

- 3.3 Such a technical advice note would also signal that a SH59 transport strategy will be considering wider transport matters (that is, not just state highway only related matters). For example, it may cover matters related to one of Mr Kelly's ITA report's key recommendations regarding the need to liaise with Greater Wellington Regional Council on the viability and operation of a bus feeder service between the development areas and existing rail stations⁶.

CONCLUSION

- 3.4 In conclusion, I support amending the Northern Growth Development Area chapter to include provision for a SH59 transport strategy as set out in Mr Smeaton's supplementary evidence⁷, subject to inclusion of a technical advice note identifying who will be involved in development of the strategy.

Selwyn Blackmore

17 March 2023

⁶ Porirua Northern Growth Area Pukerua Bay South - Variation Integrated Transportation Assessment, 2022, page 36. See [porirua ngf ITA v6 jul22 \(storage.googleapis.com\)](#)

⁷ See Statement of supplementary planning evidence by Rory Smeaton on behalf of Porirua City Council Date: 9 March 2023, paragraph 22

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**SUPPLEMENTARY
STATEMENT OF EVIDENCE OF AKHYLESH BABU KESHABOINA FOR WAKA KOTAHI NZ
TRANSPORT AGENCY**

Dated: 17 March 2023

INTRODUCTION

- 3.5 My full name is Akhylesh Babu Keshaboina. I am the Regional Manager, Systems Design, for the Wellington region and Top of the South Island at Waka Kotahi NZ Transport Agency (**Waka Kotahi**) and am presenting evidence on behalf of the organisation.
- 3.6 The purpose of my supplementary evidence is to confirm that Waka Kotahi is committed to developing a transport strategy for State Highway 59 (SH59).
- 3.7 I would also like to confirm that Waka Kotahi supports amending the Northern Growth Development Area chapter to include provisions for a SH59 transport strategy as set out in Mr Smeaton's supplementary evidence⁸, subject to inclusion of a technical advice note identifying who will be involved in its development.

TIMING OF SH59 TRANSPORT STRATEGY

- 3.8 I can confirm that Waka Kotahi expects to commence scoping of the SH59 transport strategy (sometimes referred to as SH59 Function and Form Strategic Plan) in 2023. It will commence work on the details of the strategy as soon as there is collective agreement on its scope between the relevant transport agencies. For example, Waka Kotahi believes development of the transport strategy will be a collaborative effort between the following agencies:
- (a) Waka Kotahi;
 - (b) Porirua City Council;
 - (c) Greater Wellington Regional Council;
 - (d) KiwiRail; and
 - (e) Kāinga Ora.
- 3.9 I note that other stakeholders, such as Ngāti Toa, may be identified as needing to be involved in development of the SH59 transport strategy once its scoping phase commences.
- 3.10 For avoidance of doubt, I expect the SH59 transport strategy will cover all of SH59 from the north to the south, and therefore not just the northern growth area. I also expect it to build on the strategic transport planning work already completed by the relevant

⁸ See Statement of supplementary planning evidence by Rory Smeaton on behalf of Porirua City Council Date: 9 March 2023, paragraph 22

transport agencies (e.g. Porirua Network Operating Framework, Porirua Access Programme Business Case, Kāinga Ora's Specified Development Project for the Northern Growth Area).

CONCLUSION

- 3.11 In conclusion, I can confirm that Waka Kotahi supports amending the Northern Growth Development Area chapter to include provisions for a SH59 transport strategy as set out in Mr Smeaton's supplementary evidence⁹, subject to inclusion of a technical advice note identifying who will be involved in its development.

Akhylesh Babu Keshaboina

17 March 2023

⁹ See Statement of supplementary planning evidence by Rory Smeaton on behalf of Porirua City Council Date: 9 March 2023, paragraph 22