

**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 CLAUDIA PATERSON KIRKBRIDE  
FOR WAKA KOTAHI NZ TRANSPORT AGENCY**

**Dated: 17 March 2023**

---

## 1. INTRODUCTION

- 1.1 My full name is Claudia Paterson Kirkbride. I have prepared a primary statement of evidence dated 24<sup>th</sup> February 2023 relating to the Residential, Commercial and Mixed-Use Zones as part of the Proposed Porirua District Plan (PPDP) and Variation 1/Plan Change 19 to the PPDP. My qualifications and experience are set out in my primary statement. I reaffirm that I have read and continue to comply with the Code of Conduct for Expert Witnesses (2023) and that I am a Waka Kotahi employee.
- 1.2 I have read the supplementary evidence of Mr Rory Smeaton provided on behalf of Council, which addresses the evidence provided on behalf of Waka Kotahi and recommends amendments to DEV-NG-P2 of the DEV-NG-Northern Growth Development Area (Appendix A).
- 1.3 Whilst I originally requested within my primary evidence that the Northern Growth Development Area be deferred or provisions be included within the district plan that restrict development until an overarching transport strategy had been established, I agree in part with the key points raised by Mr Smeaton within his supplementary evidence. In addition, I have also reviewed the supplementary evidence of Mr Blackmore and recommend changes to DEV-NG-P2 in response. These matters are outlined below.

## 2. RESPONSE TO MR SMEATON'S SUPPLEMENTARY EVIDENCE

- 2.1 Paragraph 22 of Mr Smeaton's supplementary evidence states:

*A 'deferred zone' would not be consistent with the requirements of part 8 Zone Framework Standard of the National Planning Standards. There are no 'deferred' zones included in Table 13 of the National Planning Standards;*

- 2.2 I agree with Mr Smeaton that a 'deferred zone' would not be consistent with the requirements of part 8 Zone Framework Standard of the National Planning Standards. Therefore, it would not be appropriate to re-zone the Northern Growth Development Area as 'deferred'.
- 2.3 In addition to the above, Mr Smeaton advises that there may be issues with including provisions under the PPDP that restrict development prior to the establishment of a transport strategy. I agree that there are issues with this approach as such a rule would be unclear and therefore result in uncertainty for developers in terms of when or how development can occur. What is clear, however, is that the effects on the state highway network have not and cannot be appropriately assessed due to the uncertainty regarding

the future form and function of State Highway 59. This is outlined in Mr Kelly's Integrated Transport Assessment (ITA), which states that the assessments of effects in the State Highway 59 corridor are complicated by uncertainty regarding the future form of State Highway 59 (Section 7.1 of ITA) and therefore agree with Mr Smeaton that acknowledgement of the need for an Integrated Transport Strategy is necessary, and gives better effect to the relief sought by Waka Kotahi and the intent of the NPS-UD Policy 10.

- 2.4 In relation to paragraph 24 and 26 of Mr Smeaton's evidence, I agree that there are existing provisions that set out a number of requirements relevant to the concerns raised by Waka Kotahi.

### **3. RESPONSE TO MR SMEATON'S RECOMMENDED AMENDMENTS**

- 3.1 As noted within Hearing Stream 7, I have discussed the proposed amendments to DEV-NG-P2 with Mr Smeaton and subsequently reviewed the proposed amendment as outlined in Appendix A of his supplementary evidence. In addition, I have reviewed the supplementary evidence provided by Mr Blackmore in response to Mr Smeaton's evidence.
- 3.2 For the reasons outlined within paragraph 3.2 and 3.3 of Mr Blackmore's supplementary evidence, I recommend the following amendments to DEV-NG-P2. It is my opinion that reference to the Integrated Transport Strategy is more appropriate as an advice note given that it sits outside the district plan provisions.

#### **DEV-NG-P2- Subdivision**

*Provide for subdivision that is in accordance with the Northern Growth Development Area Structure Plan, and where the design and layout of the subdivision:*

...

*4. Provides a transport network layout and design that:*

*e. ~~Only p~~Provides for a connection to State Highway 59, ~~once the planned future form of the road corridor is confirmed through a transport strategy adopted by Waka Kotahi – the New Zealand Transport Agency, and has regard to the timing of that connection to achieve safety and connectivity for all transport users and modes;~~*

*Advisory Note: A connection to State Highway 59 will be informed through a transport strategy that has been developed with key stakeholders (including Porirua City Council; Greater Wellington Regional Council; Kiwirail; Kāinga Ora and Ngāti Toa).*

3.3 I note that within my evidence statement (dated 24th February) I did not respond to Mr Smeaton's recommended amendments to DEV-NG-P2 as outlined in Section 3.13.1.3 of the Section 42A Report- DEV-NG-Northern Growth Development Area. These amendments were in response to Waka Kotahi submission point OS81.33. I have reviewed the recommended changes and agree with Mr Smeaton's response.

**Claudia Kirkbride**

**17 March 2023**