

**BEFORE AN INDEPENDENT HEARINGS PANEL**  
**WAIPA DISTRICT COUNCIL**

**UNDER** the Resource Management Act 1991 (the Act)

**IN THE MATTER OF** Land use and subdivision application to establish a research,  
administration and manufacturing facility for BBC Technologies  
Limited.

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**STATEMENT OF TABLED EVIDENCE FOR EMILY HUNT FOR WAKA  
KOTAHI (THE NZ TRANSPORT AGENCY) – PLANNING**

**DATED 1 DECEMBER 2020**

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## **1. EXECUTIVE SUMMARY**

- 1.1 Waka Kotahi NZ Transport Agency (Waka Kotahi) is a submitter on the BBC Technologies Limited and Grass Ventures Limited applications LU015420 & SP008220.
- 1.2 Waka Kotahi lodged a submission which was neutral to the proposal. If consent is granted, Waka Kotahi has set out a series of conditions which we request are imposed and have been agreed to by the applicant as part of the extensive consultation undertaken prior to notification. I have reviewed the s42A report and support the author's recommendations in relation to the Waka Kotahi submission.
- 1.3 My evidence focuses on a number of matters identified in the Technical Memo produced by Bryan Hudson, Transportation Manager for Waipa District Council and the Statement of Evidence prepared by Mark Chrisp. It also addresses the existing Memorandum of Agreement and what impact this has on the proposed development.
- 1.4 I confirm that I am familiar with the Code of Conduct for Expert Witnesses as set out in the Environment Court Practice Note 2014. I have read and agree to comply with the Code. Except where I state that I am relying upon the specified evidence or advice of another person, my evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

## **2. QUALIFICATIONS AND EXPERIENCE**

- 2.1 My full name is Emily Jean Hunt. I am a Planner with Waka Kotahi where I have been employed since July 2020. Prior to this, I was employed as a consultant undertaking work for Waka Kotahi since 2017.
- 2.2 I hold a Bachelor of Science (Technology) – Environmental Sciences, from the University of Waikato in 2014. I am an associate member of the New Zealand Planning Institute and have 7 years' planning experience both within the public and private sector.
- 2.3 My key responsibilities at Waka Kotahi include working with local councils on district plan reviews and plan changes, assessing land use development and subdivision applications and providing input into statutory planning process to ensure the safe and efficient operation of the land transport network. I have authority to give evidence on behalf of the Waka Kotahi.

## **3. INVOLVEMENT WITH THE PROPOSAL**

- 3.1 I am the Waka Kotahi planner for the BBC Technologies application and have undertaken extensive consultation with the applicant since December 2019. I have also been heavily

involved as the Waka Kotahi planner processing a number of applications for the wider Hamilton Airport area for the past three years which has given me a good understanding of the issues and limitations arising from development within the area.

#### **4. THE WAKA KOTAHI SUBMISSION**

- 4.1 The applicant consulted with Waka Kotahi throughout the preparation of the application and the Integrated Transportation Assessment. As such, BBC Technologies had sufficiently addressed the matters of concern which arose as a result of the proposal prior to notification, by providing the further information requested and then accepting the conditions required by Waka Kotahi in the initial mitigation letter. Subsequently, Waka Kotahi lodged a neutral submission which reiterated the previously agreed upon conditions which primarily related to the design and construction of the upgrade of the Lochiel Rd/State Highway 21 intersection.
- 4.2 Waka Kotahi will not be appearing in person at the hearing. The s42A report and applicant are in support of the conditions that were requested to be imposed to mitigate the effects of the proposal. In addition, I understand that these conditions have not been expressly contested by any submitters. As such, it is anticipated that in the event Council grant this application, the consent conditions will adequately address the concerns of Waka Kotahi.

#### **5. THE SECTION 42A REPORT**

- 5.1 I have reviewed the s42A report including the Technical Memo from Bryan Hudson, Transportation Manager for Waipa District Council. I support the s42A report and Bryan Hudson's recommendations on the basis that they have identified that the Waka Kotahi conditions are appropriate and as such have been incorporated in the Draft Conditions in Appendix G of the s42A report.

#### **6. TECHNICAL MEMO FROM BRYAN HUDSON – ROADING**

- 6.1 As identified above, Waka Kotahi support the conclusions of Bryan Hudson's technical memo (see Appendix D of the s42A report). It is noted that Mr. Hudson has agreed with the position Waka Kotahi has taken in that we are not opposed to the proposal subject to conditions of consent being imposed. However, Mr. Hudson has also identified that Waka Kotahi have not stated a preference for the order of construction of the upgraded intersection and building works on the BBC site.
- 6.2 Ideally, Waka Kotahi would prefer that the intersection upgrades occurred prior to the building works and bulk earthworks occurring within the BBC site, in order to manage impacts of site construction traffic. However, the applicant has previously advised Waka Kotahi that BBC Technologies are looking at preparing a standalone earthworks resource consent application to enable works to occur in the upcoming construction season and that

provided the consent is granted, the construction of the right turn bay would not commence until mid-2021. Therefore, earthworks are proposed to occur prior to the upgrade of the intersection. The applicant has advised that based on the assumed construction traffic for the earthworks, the worst case scenario would be approximately 11 days where there would be 60 heavy vehicles per day, resulting in 30 right turns per day into Lochiel Road (or 3 trips/hr assuming a 10 hour day).

- 6.3 Having assessed the expected heavy vehicle volumes, the Waka Kotahi Network Manager has advised me that they are satisfied that any adverse traffic effects associated with heavy vehicles making right turns into Lochiel Road, prior to the construction of the right turn bay, could be mitigated with appropriate traffic management. This would be required to be detailed as part of compliance with draft condition 17(i), which requires the preparation of a construction management plan to be reviewed and approved by Waka Kotahi prior to construction activities proceeding.
- 6.4 Mr. Hudson is also of the opinion that the additional traffic generation associated with the BBC proposal is unlikely to impact the temporary traffic arrangements put in place on events days, including Fieldays events. The Waka Kotahi Network Manager has advised me that if the BBC proposal was to be granted the Fieldays Traffic Management Plan (TMP) designer would need to consider additional traffic at the SH21/Lochiel Road intersection and the presence of the right turn bay, which may result in some additional resources. However, this is unlikely to incur significant cost to the NZ National Fieldays Society Inc. or be a reason for Waka Kotahi to decline the TMP.

## **7. MEMORANDUM OF AGREEMENT**

- 7.1 The s42A report and the submission from Waikato Regional Airport (WRAL) makes a number of references to the existing Memorandum of Agreement (MoA) which was established in 2011 between the New Zealand Transport Agency, WRAL and the Joint Venture that existed at that time (Titanium Park Development Limited & Titanium Park Limited). The purpose of the MoA includes, but is not limited to, ensuring appropriate integration of future development of the Airport land in a way which does not compromise the operation of the adjacent State Highways.
- 7.2 To achieve this, the MoA identifies triggers (based on elevated injury crash rates and delays) which determine when the intersection of State Highway 21 and Raynes Road shall be upgraded. Currently, the MoA includes a preliminary intersection upgrade design for the intersection which has been confirmed to be out of date following the Meridian 37 Comprehensive Development Plan (CDP) decision in which it was agreed in principle that the intersection form was to be a roundabout. As a result of this decision, Meridian 37's development was capped to a set number of vehicle movements prior to upgrade of the intersection given their direct impact on the intersection.

- 7.3 The MoA and Meridian 37 decision do not place a requirement on Waka Kotahi to partially fund or collect funds from other third parties who were not signatories to the original MoA. At the time the MoA was entered into by the parties, traffic growth from other developments could reasonably have been anticipated. The MoA also does not grant exclusive rights to the network upgrade, nor provide any reason to suggest other development would be precluded. It is commonplace for other parties to establish separate agreements to fund public infrastructure separate from infrastructure providers like Waka Kotahi. This case is no different.
- 7.4 I note that the statement of evidence prepared by Mark Chrisp on behalf of the applicant stated that as a result of the Meridian 37 CDP application, Meridian 37 has become a party to the MoA. This is incorrect. However, the Meridian 37 CDP consent conditions do include traffic movement controls and as an alternative to meeting these controls, the requirement to enter into a private developer agreement with Waipa District Council. The purpose of this agreement is to provide for the payment of a financial contribution towards the intersection upgrade of State Highway 21/Raynes Road intersection. I understand that this alternative condition has not been pursued to date.
- 7.5 Additionally, Mr Chrisp's evidence specifies a breakdown of the percentage of costs which parties are responsible to pay for the upgrade of the State Highway 21/Raynes Road intersection. I can confirm that neither the Meridian 37 CDP consent conditions nor the MoA specify how costs will be shared if/when works occur. In addition, Waka Kotahi has not agreed to financially contribute to the upgrade this intersection.
- 7.6 The submissions and evidence provided for this hearing have identified the need to bring the MoA up to date to incorporate the Meridian 37 CDP decision and any forthcoming development proposed by the airport (which will have additional impacts on the SH21/Raynes Road intersection). This is a role that Waka Kotahi could lead if there is sufficient buy-in from the relevant parties.



**Emily Hunt**

Planner

Waka Kotahi NZ Transport Agency

1 December 2020