

Before the Independent Hearing Commissioners

Under the Resource Management Act 1991

In the matter of a hearing on submissions on the proposed Te Tai o Poutini Plan

Topic: Rural Zone

CMP Kokiri Limited

Submitter number: 611

Summary of Evidence – Katharine Jones

29 July 2024

Submitter's solicitors:

Sarah Eveleigh | Sarah Schulte
Anderson Lloyd
Level 3, 70 Gloucester Street, Christchurch 8013
PO Box 13831, Armagh, Christchurch 8141
DX Box WX10009
p + 64 3 379 0037
sarah.eveleigh@al.nz | sarah.schulte@al.nz

**anderson
lloyd.**

Introduction

- 1 My full name is Katharine Jones.
- 2 My qualifications and experience are set out in in my primary evidence.
- 3 I have prepared a statement of evidence dated 18 March 2024 and supplementary evidence dated 1 July 2024 the submission of CMP Kokiri Limited, trading as ANZCO Foods Kokiri Limited (**ANZCO**), on the proposed Te Tai o Poutini Plan (**TTPP**).
- 4 ANZCO owns and operates a meat processing plant located at RD1 Dobson Arnold Valley Road, Arnold Valley 7872, legally described as Lots 1 and 2 DP 2134 (the **Site**).
- 5 I provide a brief summary of my briefs of evidence below.
- 6 I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court of New Zealand Practice Note 2023 and that I have complied with it when preparing my evidence.
- 7 The Site sits on land adjacent to Arnold Valley Road and the Site entrance is located via Blair Road approximately 55 metres from its intersection with Arnold Valley Road.
- 8 I have assessed the current transport arrangements and conclude:
 - (a) Traffic volumes from existing operations are able to be supported by the road network;
 - (b) There is adequate visibility at the intersection of Arnold Valley Road and Blair Road;
 - (c) On review of crash records, I conclude that there are no safety issues connected with movements directly in and out of the Site and the intersection;
 - (d) On my site visit observations of vehicle movements, including truck and trailer units, in and out of the Site for delivery of and receipt of goods and services during normal operational hours, all vehicle types were able to safely perform turning manoeuvres without leaving the sealed portion of the carriageway

- 9 I have identified that installing lighting at the ANZCO site entrance would be one opportunity for improvement of the legibility and conspicuity of the access and any obstructions during hours of darkness.
- 10 If ANZCO plans to further develop the Site in the future beyond the proposed permitted activity and this triggers the “high trip generating” criteria for Industrial activities, the development would need to be assessed against the criteria stated in TRN S14 of the TTPP, including the preparation of a transport assessment by a suitably qualified professional.

Katharine Jones

29 July 2024