

**BEFORE HEARING COMMISSIONERS  
APPOINTED BY TARANAKI REGIONAL COUNCIL**

**Consent No: 5262-3.0**

**UNDER THE** Resource Management Act 1991 ("**Act**")

**IN THE MATTER OF** an application for resource consent discharge  
emissions into the air from a free range poultry  
farming operation

**BETWEEN** **AIRPORT FARM TRUSTEE LTD**  
Applicant

**AND** **TARANAKI REGIONAL COUNCIL**  
Consent authority

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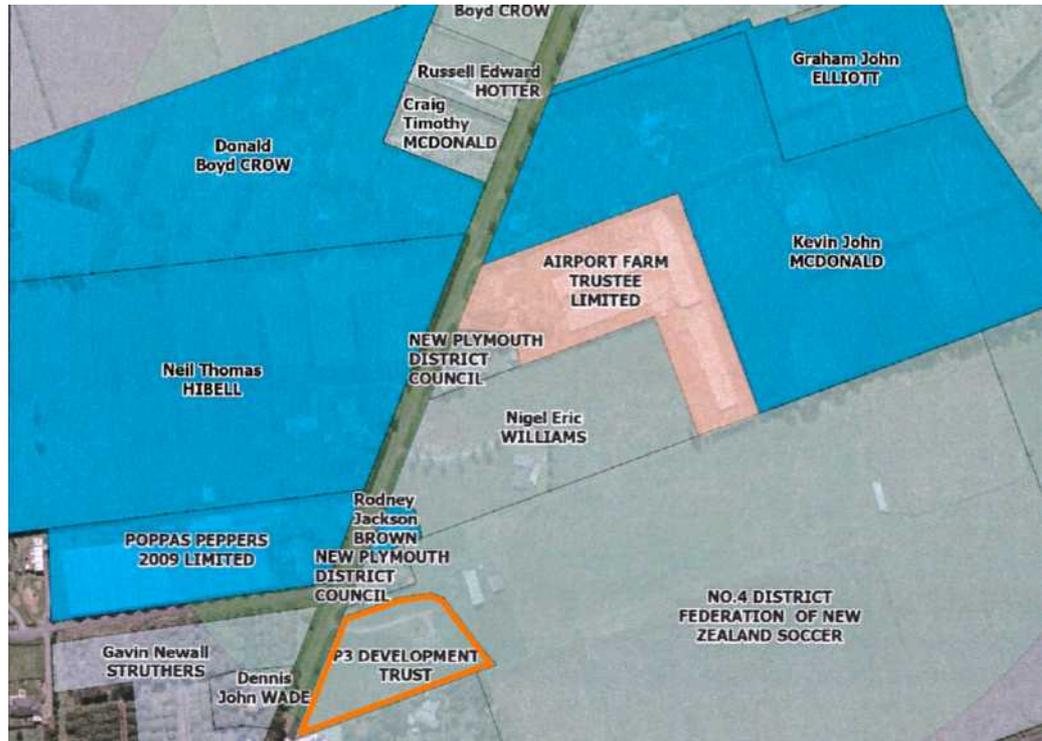
**STATEMENT OF EVIDENCE OF BRENT DODUNSKI ON BEHALF OF  
VARIOUS SUBMITTERS (THE MCDONALDS, THE HIBELLS, THE BROWNS &  
POPPAS PEPPERS 2009 LTD)**

**4 FEBRUARY 2022**

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## Name and background

1. My full name is Brent Dodunski. I am one of the Trustees of Poppies Investment Trust that owns 32 Airport Drive Bell Block New Plymouth, identified below (orange outline):



2. My wife and I live onsite. The property was purchased in 2019, and during and preceding this time I was a Board member of Number 4 District Federation of NZ Football, Trading as Central Football.
3. Central Football were looking to complete a Football sporting facility to better cater for the sport on 1205 Devon Road. During this period, it became very apparent that NPDC had a Future Urban Development overlay on this land and that they, jointly with Waka Kotahi were looking to connect State Highway 1 with Airport Drive via a new roundabout system at De Haviland Drive (see **attached** NZTA plans). This was public knowledge and that they were looking to complete this by 2024. Numerous meetings were attended with NPDC, Waka Kotahi and CF to discuss how this would impact on the sporting facility along with multiple public consultation events regarding the road alignment. One public consultation

in particular was held at NP Airport, that all the Airport Road neighbours were invited to.

4. 32 Airport Drive was subdivided (by CF) off of the land known as 1205 Devon Road which effectively was stage one of the roading alignment land acquisition.
5. After an extensive Due Diligence period, which was undertaken by myself to investigate the potential 32 Airport drive had for future development, it was decided by Poppies Investment Trust to purchase it.
6. Investigations during the due-diligence period included meeting with the New Plymouth District Council (NPDC), BTW Company Ltd (Planning and Surveyors), Waka Kotahi, Central Football and other professionals.
7. Numerous meetings were held during the due-diligence period with myself, Rowan Williams, Juliet Johnson, the Mayor Neil Holden, John McGifford of CF, Waka Kotahi and others. At all these meetings when the potential to play sports on a field beside AFT was a very real possibility, reverse sensitivity was discussed frequently and numerous times it was mentioned by others that AFT's consent would end in 2026, and that once Waka Kotahi had formerly committed to the roading alignment NPDC would be looking to open this area up for further residential development. NPDC was adamant that anything done in this area had to align with Future Urban growth.

AFT's Midhirst land purchase and subsequent Poultry farm development.

8. I also act as a salesperson for McDonald Real Estate Ltd in the rural sector. During 2016, I was contacted by Tegal to investigate and show them around the province suitable sites to build and expand chicken sheds outside of the North Taranaki area. A result of this was that I was put in contact with Ed Whiting of AFT a poultry farmer and at that time owner of two poultry farms:
  - (a) 151 Manutahi Road New Plymouth; and
  - (b) 58 Airport Drive.
9. I spent a considerable amount of time over 3 days driving Ed around the entire province showing him potential sites of interest. My brief was that it

had to be rural and 400m away from any residential house but close enough to towns for labour. During this period, discussions were held between myself and Ed that the main reason for looking at different sites was that his consent at Airport drive was ending in 2026 and that he needed time to find a suitable site to replace what he had on Airport Drive and Manutahi road.

10. AFT purchased two blocks of land side by side at 3280 and 3326 Mountain Road, Midhirst, Taranaki. This purchase process took approximately 6 months and with settlement the time frame I spent with Ed ended up around 10 to 12 months. AFT have since built 8 super sheds on this site.

### **Effects of AFT's current operations on us**

#### Odour effects on us

11. My wife Melanie works from home in the garage, while I am in and out regularly and am often away from the house for work reasons. At times, Melanie has to keep the roller door down especially in a northerly wind. Melanie, a couple to three times a month, finds the smell unpleasant and almost unbearable making her want to vomit. Melanie's clients when here at the time of odour regularly comment on "how can you live here with that smell". Normally when this odour occurs, she will close all the house windows and take the washing in.
12. I have a number of contacts in the Poultry farming business being owners themselves, and they have told me that going from a "Controlled environment to an Uncontrolled free-range environment" is one of the worse things that can happen and that the odour will get worse. Not only that, they have stated that Vermin will become more prevalent and that Hawks will then descend on the area to feed on the Vermin and chickens. This is also of great concern for me as we have spent close to \$20,000 planting native flaxes and trees to enhance our property and now have a wide range of native birds visiting our place regularly. These include pukekaho, pheasant, tui, pigeons and even the odd morepork.
13. We have simply not laid any odour complaints (pre Fred McClay telling us we must do so during this process) because we were led to believe from professionals and people in council that the consent (and activity) will end in 2026, and we are not ones that like to upset our neighbours. We come

from a farming and rural back ground and that is not what we do. My wife now wishes that she had complained.

14. Whilst we have no planned residential development for 32 Airport Drive, the beneficiaries of the Trust may well wish to develop this post my wife and I passing. I do fear that if consent is granted to AFT out to 2038 as proposed by the Officer's Report, then this will adversely affect the value of any sections and thus impact on our children and grandchildren's financial future.

### **CONCLUSIONS**

15. Having dealt with Ed back in 2016 to assist in his land purchase and knowing what he told me about the reason to locate was because his consent was ending in 2026, and the fact that Waka Kotahi have announced that the roundabouts will be in by end of 2024 and that funding is secured for this which will free NPDC up to confirm timing of rezoning, I strongly feel that AFT is playing a dishonest or at least an opportunistic game by trying to sneak an early consent renewal through before this all happens (with no end date originally specified, although now recommended to 2038 by TRC's Officer), when in fact they had been planning all along for the end of the consent.

**Brent Dodunski**  
**4 February 2022**



# Waitara to Bell Block Safety Improvements

## Kia whakahaumaru tēnei rori



Waka Kotahi NZ Transport Agency is working towards a future where nobody is killed or seriously injured in crashes in Aotearoa.

State Highway (SH3) between Waitara and Bell Block is an important route for commuters, local communities and freight, but too many friends and whanau have lost their lives or been injured travelling on this road.

**Seventeen people died and 24 were seriously injured between 2015 and 2020.**

Many of these crashes occurred when people failed to give way or lost control at the intersections of Princess Street, Waitara Road, SH3A (Mountain Road) and Airport Drive.

We've been working with our project partners Manukorihi, Ngāti Rahiri, Otaraua, Pukerangiora and Puketapu Hapū and Te Kotahitanga o Te Atiawa and New Plymouth District Council to progress safety improvements for this route, including roundabouts for the high-risk intersections, other intersection improvements, median barrier, wide centrelines and rumble strips.

Following the commitment of additional funding for the project in July this year, we are aiming to start construction of the Princess Street Roundabout this summer.

### Background

In 2018, we engaged with the community, transport representatives, emergency services and councils to investigate safety improvements for SH3 between Waitara and Bell Block.

Designs for safety improvements were developed, but we were unable to secure funding to progress the project further at that time.

In February 2019, the government committed \$29 million towards the project. We began detailed design of the safety improvements with the intention of applying for additional funding required for construction from the National Land Transport Programme. Some early safety improvements were also made to the route, and following public consultation, the speed limit was made a consistent 80km/h.

Investigative and early design works identified some challenges associated with the initial designs for the intersection improvements, including significant stormwater, land and funding requirements.

On discovering it would take several years to progress the original roundabout concept designs to construction, we worked with New Plymouth District Council and iwi to refine the designs.

The refined roundabout concepts are slightly reduced in size but they will achieve the safety benefits we are aiming for and are appropriate for current and future traffic volumes. We have taken into account the feedback the community provided in 2018.

## Princess Street Roundabout - draft design

We are planning to build the roundabout at Princess Street first as this intersection has the highest safety risk.

**There were 17 crashes at this intersection in the last five years - more than any of the other intersections along the route.**

This intersection provides access on and off the highway for the 7000 Waitara residents.

There are currently 8500 vehicles on average using this intersection daily. Over the next 25 years, we expect this number to grow to about 13,500.

The new roundabout will make this intersection much safer for the Waitara community and everyone using the road.



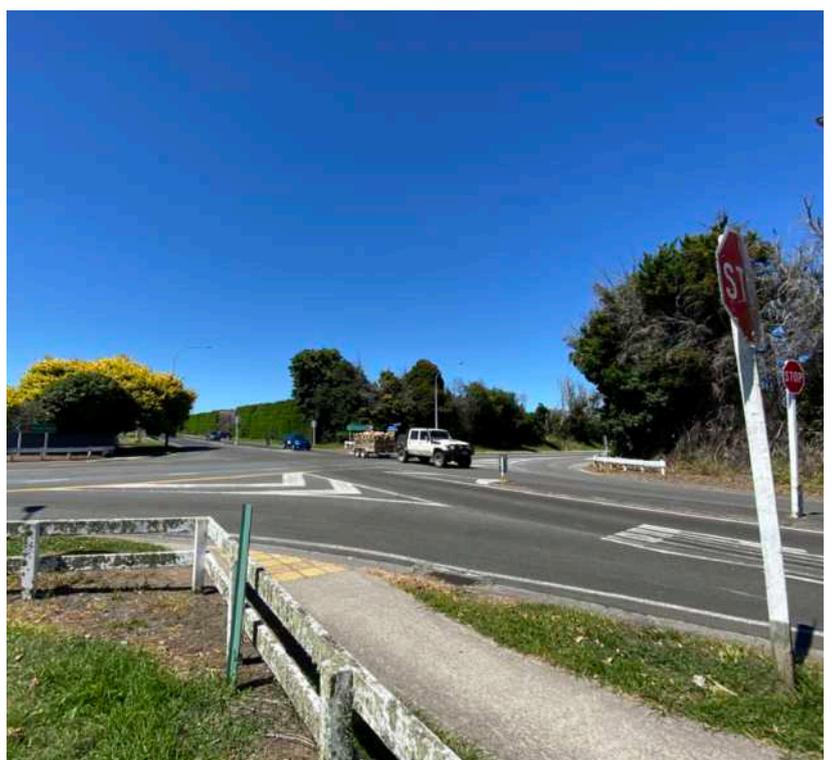
### Princess Street Underpass

An underpass will also be built as part of the Princess Street intersection upgrade to provide safer access across the highway for pedestrians and cyclists.

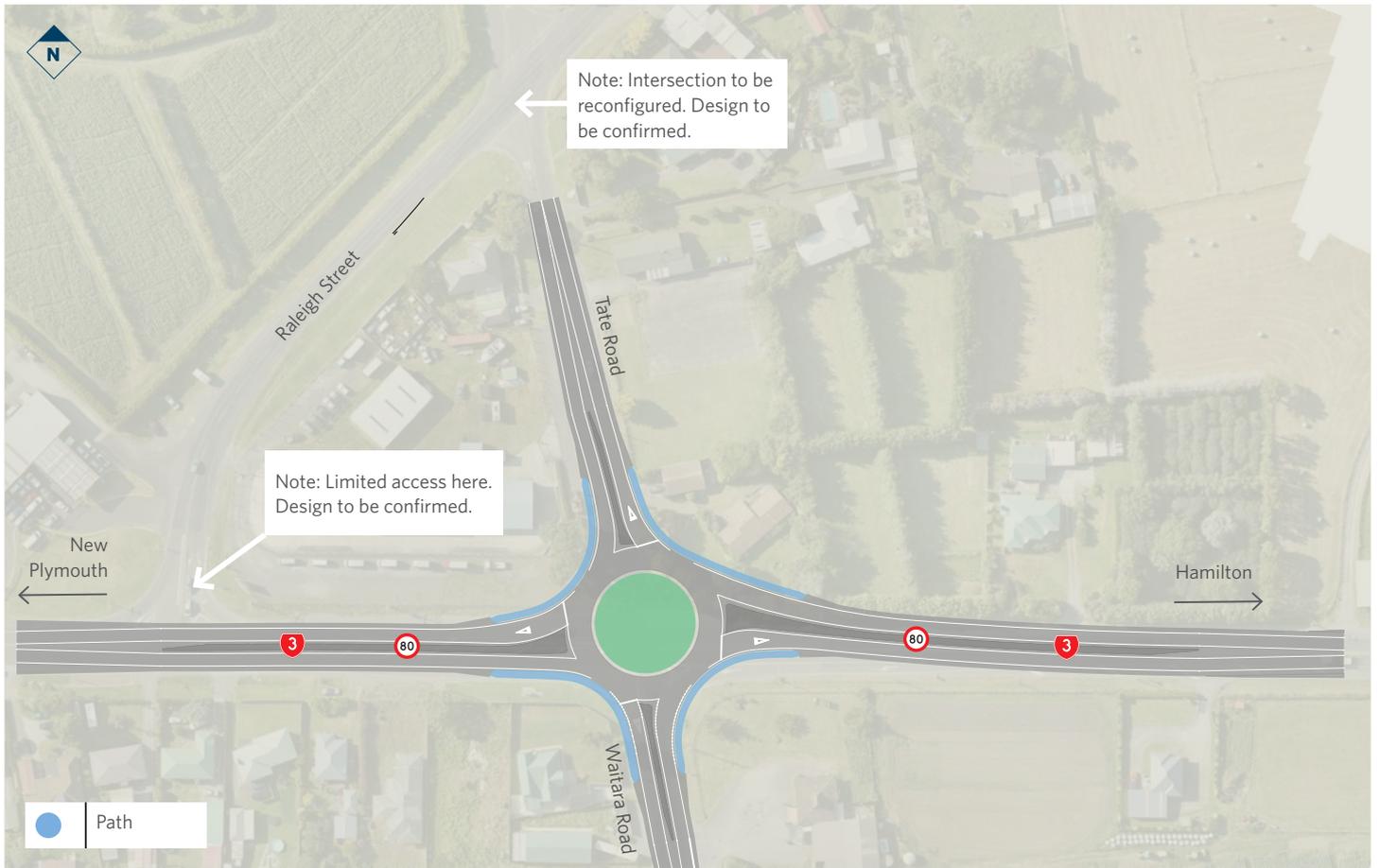
**Making sure people feel safe using the underpass has been a key priority of the design. The intersection and underpass will be lit at night, and it is designed so users can see right through the underpass before entering.**

### Managing stormwater at Princess Street

As part of this project we are working with our project partners to incorporate significant improvements to stormwater management in the catchments near Princess Street. This work is being coordinated with other New Plymouth District Council-led stormwater improvements in Waitara. Our aim is to start constructing these stormwater improvements before Christmas.



## Waitara Road Roundabout concept



## SH3A (Mountain Road) Roundabout concept



### Road to Zero - our road safety strategy

SH3 Waitara to Bell Block safety improvements are delivering to New Zealand's Road Safety Strategy, Road to Zero 2020 - 2030, which aims to reduce the number of people killed or seriously injured on our roads by 40% over the next decade.

## De Havilland Drive Roundabout concept



## Flexible safety barriers – your safety net

Once the roundabouts are built, we'll install flexible median barrier on some sections of the road to prevent head-on crashes.

We know that flexible median barriers work at keeping people safe. They stand between you and oncoming traffic. This means if someone loses control or drifts across the centreline, the result isn't a deadly head-on crash.

Flexible road safety barriers 'catch' vehicles that leave their lane before they hit something less forgiving – like other vehicles or roadside hazards such as trees, poles and ditches.

When a vehicle hits a barrier, the high-tension wire cables flex, slowing down the vehicle and keeping it upright during and after a collision.

The barrier absorbs the impact, reducing the force on the people in the vehicle. Flexible road safety barriers are designed so they don't penetrate the passenger compartment of a vehicle.

When the barriers are in place, there will be changes to how some people access their properties.

Closer to the time, we'll consult with residents and property owners on the changes and make safety improvements to their accessways if required.

### What's happening when?



\* The order of construction of the roundabouts other than Princess Street isn't yet confirmed. We will decide the order once we have a better understanding of timeframes for obtaining consents and land at each of the intersections.

### Have questions or want to share your views? Get in touch

Email: [w2bb@nzta.govt.nz](mailto:w2bb@nzta.govt.nz)

Phone: **021 502 193**

Community drop-in information sessions will be held in November if COVID-19 alert levels permit.

Sign up to receive email updates and find further information about the project at [www.nzta.govt.nz/w2bb](http://www.nzta.govt.nz/w2bb)

