

## HEARING SUMMARY - David Garrick Baird – Registered Architect

1. My name is David Baird. I am a registered architect currently working for Babbage Consultants. Before working for Babbage Consultants I spent 8 years working for Foodstuffs North Island and assisted with the masterplanning and reconfiguration of over 53 supermarkets. I therefore understand the Fast Moving Consumer Goods (FMCG) industry and how to reconfigure an FMCG site while trading continues. My evidence relates solely to the T & G Global (T & G) site and its primary purpose is to provide my view on a potential reconfiguration of the site, to take into account the impacts from the EWL.
2. In particular, my evidence was prepared as a response to T & G's witness, Mr Latimer, who concluded in his evidence that "given the Site's existing optimisation and other significant constraints, there is no ability to attempt to mitigate these adverse effects by relocating facilities on the remainder of the Site".
3. I note that since Mr Latimer prepared his evidence a number of the site design parameters he discussed have been substantially changed including a significant reduction in the land required by the Transport Agency for temporary access and that the Transpower requirements have been eased.
4. To this end I have prepared the proposed masterplan of the Site, which seeks to retain all the existing functions on site (albeit in a new configuration), while incorporating the constraints imposed on the site by the NZTA works and the Transpower requirements. I note that master planning is an iterative process where a concept masterplan is sequentially refined as new inputs are applied to it.
5. I will briefly take you through the relevant attachments to my evidence:
  - (a) SK 100 Existing Site Plan
  - (b) SK101 Existing Site Plan – Designations
  - (c) SK102 Proposed Masterplan
6. I note that the masterplan has been prepared as a concept design and without direct consultation with T&G Global. A meeting was held with T&G Global on Wednesday 14th June 2017 where the masterplan was presented and discussed with them. I understand from the opening statement by T & G that my concept plan is "unworkable" to the company. At a subsequent meeting (14th July 2017), T & G provided further information to NZTA and myself regarding the reasons why the plan was unworkable.
7. I understand that the concerns relate to a combination of factors including:
  - (a) Removal without replacement of a number of items, especially the L-shaped "Finger dock";
  - (b) Operational issues, including:
    - (i) Access to the bin and crate washing facility and fumigation and ripening building;
    - (ii) A suitable location for the Group Head Office while temporary Transmission lines are being constructed and used;
    - (iii) Safe staff and truck car parking;

- (iv) Separation of customers from fruit fumigation and ripening operations; and
    - (v) Access off Clemow Drive.
  - (c) Construction and Sequencing, including:
    - (i) Alternative customer parking;
    - (ii) Construction of Transpower temporary bypass and location of Group Head Office;
    - (iii) Bin and Crate washing facility;
    - (iv) Truck access to rear of bin and crate washing and fruit fumigation and ripening building during construction; and
    - (v) Fruitworld office.
8. My view is that the majority of these issues can be addressed:
- (a) The L shaped Finger Dock and its associated infrastructure and services can be retained on site without alteration;
  - (b) I understand that the location of the temporary lines can be adjusted so that they are clear of the Head Office Building;
  - (c) A fenced pedestrian walkway can be constructed to address concerns about access to and from staff parking;
  - (d) There appears to be misunderstanding of the drawing and there will be ongoing separation of customers from fruit fumigation and ripening operations
  - (e) Access off Clemow Drive can be addressed by altering the carparking building access road to use the existing crossing;
  - (f) It was not my intention to require the group head office to be relocated to another site and I consider this could be accommodated within the likely sequencing;
  - (g) I acknowledge that the crate wash facility has a linear and continuous nature and so cannot simply be moved forward as the masterplan might indicate. However the solution could be to temporarily relocate the internal crate storage to an outside yard and construct a new crate wash machine on the eastern side of the building. This would allow a relatively short and simple cutover and avoid disruption and down time associated with repositioning the existing machine.
9. There are two issues that will require further consultation by the Transport Agency with T&G Global, being:
- a. The provision of customer carparking while construction works occur on site. I acknowledge this is a challenging issue.
  - b. The circulation of delivery vehicles behind the crate wash and ripening/fumigation facility. The masterplan reduces the clear unloading area from 15m to 10.4m. I understand the current distance allows a truck to be unloaded from both sides and another truck to move through this area. The reduced distance would mean that one truck could not pass through

the area while the other was being unloaded from both sides. This will have an impact on site operations. However, with suitable management it would be possible to limit the unloading operations to one side of the truck while another truck moved through the area. Given the distances involved this would take about a minute. I would recommend engagement of an independent traffic consultant with experience of such facilities to further investigate this option from both traffic and health & safety considerations.

10. The masterplan was always intended to be a discussion document which is suitable for further development, in consultation with T&G Global.

### **Conclusion**

11. Overall, in my opinion there is opportunity for the Transport Agency to further engage with T&G Global with regard to the masterplanning of the site with an objective to create a site configuration that meets the requirements of all affected parties.