

Summary of Comments Received Under Clause 14 and Responses

Address / Organisation	Summary of Key Issues / Topics	Consent Authority's Response
Waka Kotahi	<p>Note that the works have the potential to cause delays or traffic build up on the State Highway. Recommend additional modelling within the CTMP:</p> <ul style="list-style-type: none"> - Recommend sensitivity model testing of Massey Road / SH20 interchange during the closure and identification of any actions necessary to ensure off-ramp queues do not impact motorway through traffic; and - Recommended monitoring at key locations during first few weeks of construction (during peak periods) to determine whether changes to traffic management, heavy vehicle and construction traffic. 	<p>The Disruption Minimisation Plan Condition proposed by Auckland Transport has been amended to include an additional requirement to address the requests for additional monitoring and sensitivity testing. Refer proposed condition 25.</p>
Chorus	<p>Acknowledge stakeholder advisory group conditions, however, believe protection of existing network utilities could be strengthened with the addition of a specific NUMP condition.</p>	<p>Have not proposed the adoption of NUMP condition as proposed, rather suggested addition into the CEMP condition requiring details of the process and timing for attaining the necessary approvals of the relevant utility operators</p>
Vector	<p>Supports applicant to improve flood resilience. Notes Vector has assets on the current Walmsley Rd Bridge. Support for project is premised on effective collaboration and suitable designs for relocation and</p>	<p>Addition to CEMP condition proposed as above. Also note that utility owners will be invited to form part of stakeholder advisory group to ensure ongoing collaboration.</p>

	management, and costs being covered by the applicant.	Applicant has confirmed that all works will be undertaken in accordance with the service provider / asset owners' requirements (refer section 6.14 of the AEE).
Mangere-Otahuhu Local Board	<p>Supports the project overall. Comments provided relating to specific matters as follows.</p> <p>Ecological:</p> <ul style="list-style-type: none"> - Queried ongoing monitoring, assurances re new planting survival, response to unexpected spills, assurance re delivery of agreed outcomes with Maori entities, need for Ecological Management Plan. <p>Site:</p> <ul style="list-style-type: none"> - Queried confirmation re resilience to future coastal flooding. - How existing flood risks will not be made worse. - Queried accidental discovery protocol. - Queries construction noise and vibration and how this will be managed. Preference is for adherence to designated working hours. - Queried management of construction lighting. <p>Construction Traffic</p> <ul style="list-style-type: none"> - Acknowledge strategies to minimise issues. - However consider community consultation and communication with affected parties and businesses essential. - Supports safety as a priority, and requests a range of mitigation measures are undertaken (provides a list). 	<p>Support acknowledged.</p> <p>Ecological</p> <ul style="list-style-type: none"> - The conditions of consent include measures to address/ respond to unexpected spills, require ongoing maintenance and replacement of new plants for a period of five years following planting to ensure establishment, among others. - Conditions are also proposed requiring an Ecological Management Plan to be prepared. - Inclusion of Māori entities is included in the conditions, including in preparing the EMP, landscape plan, and a process for inviting Māori entities representation (including decision making). <p>Matters raised under 'Site'</p> <ul style="list-style-type: none"> - The proposal removes a blockage risk which will improve flood resilience and reduce upstream flood risk. The applicant has provided flood modelling to support this, which confirms that upstream flood risk will be improved, and reduce the potential for a full culvert blockage. This has been reviewed by Council's stormwater specialist who agrees with these findings. - Conditions are proposed in the event of accidental discovery. An archaeological authority is being sought (separately) from HNZ.

	<p>Engagement</p> <ul style="list-style-type: none"> - Engagement needs to be adapted to better meet the demographics of Mangere. To include flexible times, range of languages, be culturally tailored, pre-warning of diversions, access to the project manager (i.e. not a call centre). 	<ul style="list-style-type: none"> - Conditions are proposed requiring the management of construction noise and vibration, including provision of a CNVMP. Hours of work will generally be restricted to 'standard' construction hours with limited (and largely low noise) activities undertaken outside of standard working hours (refer section 2.3.2 of the CNVA). - Construction will be managed in accordance with a CEMP, with other conditions requiring a stakeholder advisory group and communication plan also proposed to manage construction effects. <p>Construction Traffic:</p> <ul style="list-style-type: none"> - Extensions conditions are proposed which specifically address these items and which require (among others) <ul style="list-style-type: none"> - a disruption minimisation plan, provision of a CTMP, road safety audit, ongoing consultation with stakeholders (which include neighbours and AT and the community) and the ongoing monitoring and management of the proposed traffic diversion routes to ensure that they are managed as best as is practicable. <p>Engagement</p> <ul style="list-style-type: none"> - Conditions of consent requiring both a stakeholder advisory group, and a communication plan proposed. This includes measures to update and inform the community, measures for complaints / issues to be raised, and a key point of contact.
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<p>8 (10) Walmsley Road</p>	<p>Disagree that the bridge is a serious blockage risk and consider the project is fundamentally flawed for the following reasons:</p> <ul style="list-style-type: none"> - Consider it is not the Walmsley Road bridge which is the blockage risk based on flood levels; and - The full road closure will cause significant traffic delay 	<p>Section 3.4 of the AEE notes that the Te Ararata catchment was one of the worst affected during the January 2023 floods and summarises the impact of these. The applicant notes that these were caused in part by poor conveyance along Te Ararata Creek with partial blockage points at the Walmsley Road Bridge. If a full blockage did occur, the effects have been identified by the applicant as being significant.</p> <p>The works are proposed to mitigate this flood risk and improve resilience. The applicant has provided flood modelling to support this, which confirms that upstream flood risk will be improved, and reduces the potential for culvert blockage again. This has been reviewed by Council's stormwater specialist who agrees with these findings.</p> <p>It is acknowledged that the full road closure will cause significant traffic delays and disruption. Conditions of consent are proposed requiring (among others) a disruption minimisation plan, provision of a CTMP, road safety audit, ongoing consultation with stakeholders (which include neighbours) and the ongoing monitoring and management of the proposed traffic diversion routes to ensure that they are managed as best as is practicable.</p>
<p>12/12a and 14 Walmsley Road</p>	<p>Do not oppose the works given the public benefit, provided Council fixes other contributing elements (i.e. blockages elsewhere). Queried whether works would remove flood hazard from 12A Walmsley.</p>	<p>Comment acknowledged.</p>

<p>Auckland Transport</p>	<p>Raised significant concerns with the impact of construction.</p> <p>Agree with the application material that there will be some significant temporary adverse effects on key transport routes. However, consider the application material contains an insufficient assessment of these effects for the transport network and services.</p> <p>Highlights early engagement with the contractor with regards to the CAR process is critical.</p> <p>Currently, AT are unlikely to approve the works in the road corridor based on the current proposal.</p> <p>Key concerns include:</p> <ul style="list-style-type: none"> - No evidence of alternatives or evidence that it is for the minimum period of time. - ITA doesn't consider cumulative effects with other shutdowns. Condition proposed that works should not commence until after the Rail Block line at Easter. - Insufficient information – should be supported by a network level transport model, not engineering judgment alone. AT has low confidence that the effects will be as outlined. - Given high degree of uncertainty, an intensive monitoring framework is required. CTMP and a separate 'Distribution Minimisation Plan' required in consultation with AT - Not enough information to understand effect on buses. Reimbursement of costs for services changes (buses) need to be covered by HW. 	<p>An assessment of the changes sought by AT is contained within the recommendation. Some changes have been made to the proposed conditions of consent to require:</p> <ul style="list-style-type: none"> • A new conditions requiring the preparation of a Distribution Minimisation Plan with some amendments. • The undertaking of a preliminary road safety audit and detailed design of all access points and road layout changes. • A restriction on the start date. • Amendments to the pavement condition assessment. <p>No changes to the wording of the CTMP condition are proposed nor the changes sought to the communications plan, as the wording is considered adequate to cover the changes sought already. The conditions requiring the submission of an approved CAR, and the applicant to apply for a temporary traffic resolution have not been adopted either as these do not need to be conditions (they are processes that sit separate to a resource consent).</p>
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