

Summary of Comments Received Under Clause 14 and Responses

Address / Organisation	Summary of Key Issues / Topics	Consent Authority's Response
Maritime NZ	Maritime NZ has no navigational safety concerns with the referenced applications based on the information provided.	Noted.
Waka Kotahi	No interest in the project.	Noted.
Vector	<p>Vector has no objections to the works as described below for the project so long as Vector's assets are protected by the project.</p> <ul style="list-style-type: none"> • Vector requires stand-over for any works done in proximity to cables that are 33kV or higher in voltage. • Where it looks like the construction will affect Vector's assets (both gas and electricity) • and require them to be replaced/relocated – we will require Healthy Waters to cover the costs associated with the effort. 	<p>Note that parties that provide comments under clause 14 are invited to be part of stakeholder advisory group under condition 6(2)(b) to ensure ongoing collaboration.</p> <p>An advice note has been added.</p>
Mangere-Otahuhu Local Board	Supports the project overall. Comments provided relating to specific matters as follows.	Support acknowledged. It is noted that parties that provide comments under clause 14 are invited to be part of stakeholder advisory group under condition 6(2)(b) to ensure ongoing collaboration.

	<p>Ecological</p> <ul style="list-style-type: none"> - Queried ongoing monitoring, implementation assurances i.e. new planting survival, protection of ecological values during works, steps to improved existing catchment effects on ecology, restoration sufficient for areas loss, measure to manage impacts on aquatic life, 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"> - How can we ensure that specific outcomes or agreements from the consultation process with Māori entities are elaborated and delivered accordingly especially cultural values. - How will the development ensure that it does not make worse existing flooding risks in the surrounding - How existing flood risks will not be made worse. - 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>Ecological</p> <ul style="list-style-type: none"> - The conditions of consent include measures to address/respond to unexpected spills, require ongoing monitoring and 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 this addresses restoration, plans regarding avifauna, terrestrial and aquatic habits and manages potential ecological effects during works. This plan requires certification and includes consultation with the stakeholder advisory group that the local board will be invited as a Clause 14 responder. <p>Site</p> <ul style="list-style-type: none"> - The applicant has been engaging with relevant iwi since 2023 via the formal Kaitiaki forum that the applicant has established. Cultural Values Assessments ('CVA') have been prepared by Te Akitai Waiohau and Te Ahiwaru and the findings from these are outlined in section 7.3.1 and 7.3.2 of the AEE. Conditions are included to ensure iwi and the values they identify are incorporated into the project. - 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
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	<ul style="list-style-type: none"> - Monitoring to ensure mitigation planting achieved with regular reviews. - Communication plans with residents - Queried accidental discovery protocol. - Design of pedestrian/ pipe bridge and safety of children. - Identify a number of matters to address in Traffic and Construction plans. <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, 	<p>improved, and that any potential downstream flooding effects will ultimately be dictated by sea level rise rather than the increased conveyance achieved by the project. This has been reviewed by Council's stormwater specialist who agrees with these findings.</p> <ul style="list-style-type: none"> - Conditions are proposed requiring the management of construction noise and vibration, including provision of a CNVMP. - Construction which will include lighting 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. - Conditions are included to ensure that mitigation is maintenance and achieves stated purpose. - Conditions are proposed in the event of accidental discovery. An archaeological authority is being sought (separately) from HNZ. - The final design of the bridge will be to relevant building control standards. The local board will be invited to part of stakeholder advisory group that will be able to provide comments on the final bridge design. - The final traffic and construction plans require certification that includes consulting with the advisory group that the local board will have the ability to join. <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
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	pre-warning of diversions, access to the project manager (i.e. not a call centre), ongoing engagement plans and role of stakeholders in process.	community, measures for complaints / issues to be raised, and a key point of contact.
60 Airbu Crescent	<p>Objection to noise and vibration effects on my property which exceeds the permissible noise or vibration.</p> <p>If consent is granted that an alternative and enhanced mechanism to provide adequate barrier and protection from sound, dust and vibration are implemented, for example shifting the work site further away from the boundary with 60 Abiru Crescent and erecting adequate sound barrier between the work site and 60 Abiru Crescent to minimise the noise and dust from the work.</p>	<p>A Construction Noise and Vibration Assessment ('CNVA') alongside a Draft Construction Noise and Vibration Management Plan ('CNVMP') has been prepared by Tonkin & Taylor Ltd to assess these potential effects and to outline how this will be managed during the works.</p> <p>Council Noise and vibration Specialist Mr Andre Gordon has reviewed these assessments and confirms that "<i>construction noise and vibration effects will be appropriately managed in accordance with the Best Practicable Option (BPO) approach, as outlined in the assessment and the draft CNVMP. This will ensure noise and vibration levels and associated effects are minimised as far as practicable.</i>"¹</p> <p>Note that parties that provide comments under clause 14 are invited to be part of stakeholder advisory group under condition 6(2)(b) to ensure ongoing collaboration.</p>
Auckland Transport	Auckland Transport is of the view that the potential temporary adverse effects are acceptable and can be appropriately managed and mitigated through the proposed consent conditions. However, for completeness Auckland Transport has recommended amendments to the proposed conditions to reduce any	<p>Noted that AT consider potential effects are on the whole acceptable subject to condition. \</p> <p>A number of the condition suggestions have either been adopted, or the certification process and stakeholder advisory group process will allow for suggestions to be adopted once final design and contractor is known or the separate Corridor</p>

¹ Page 2, Council Technical Memo – Noise and Vibration, prepared by Mr Andrew Gordon and dated 21st November 2024

	<p>potential adverse effects during the construction of this project.</p> <p>The potential adverse effect related to this project is the increase in construction traffic, (being primarily trucks) on local roads serving residential areas. AT notes the increase of trucks on local roads could generate safety risks, reduce access to the road and damage the condition of the pavement. Auckland Transport has recommended amendments to the conditions to better mitigate the effects of the increase in truck movements to the site(s). These reflect more comprehensive monitoring and communication the Applicant will need to undertake.</p> <p>It is noted that there may be a small of level of temporary disruption on local roads such as Blake Road, Archboyd Avenue and Bicknell Road, however, the Applicant has demonstrated that they will actively work with the affected parties over the course of the construction period to address any concerns. Auckland Transport is satisfied with this approach.</p>	<p>Access request ('CAR') and Temporary Traffic Management Plan ('TMP') processes will require this.</p>
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