

Responses to Questions from Stakeholders

Stakeholder	Reference	Stakeholders Comment	NX2 Response
A	1	The planting will achieve the required amount of screening, the species are suitable and planted at a sufficient grade. The proposed maintenance plan should be followed to ensure the planting has the best chance of achieving growth.	Comment acknowledged. No changes have been made.
A	2	On Pg. 2 it notes that the final design details of the motorway and viaduct can be found in the ULDSP Pūhoi Section and given that this has not yet been released it is suggested this comment is removed.	This statement is considered useful context. The Pūhoi Sector ULDSP will be released in the second half of 2018 for public consultation. This text has been added to page 2 for clarification.
A	3	It is recommended that the parking requirements are revisited and if 10 spaces is considered adequate for the activity on the site. If further parking is required there is room on the site and the plans should be updated to show additional parking in required.	In revisiting the on-site parking required, the drawing has been updated to provide additional parking spaces.
A	4	Please ensure that the bund does not alter the flood storage of the river bank and it is recommended that planting extends to the water's edge.	The earth bund has been moved outside of the 100 year floodplain and so will not alter the flood storage of the river bank. Visual screening of the yard is the intended focus of this ULDSP, as per designation condition D38. It is considered that planting further down the river bank will not specifically contribute to the visual screening of the yard from nearby residents.
B	5	First and foremost we were always under the impression that the site that will now be used for construction, was originally only going to provide parking for construction vehicles and machinery and provide extra office space. With this now having changed we do have concerns for what we now deem to be environmentally more important to us as residents.	Your concerns regarding the proposed construction activities are acknowledged. A construction yard is necessary for the construction of the viaduct at this location. This is a complex process which requires space in order to efficiently stage and construct the structure. The area around the viaduct alignment is tightly constrained and there are limitations to where a construction yard can be located without greater effects to the environment or to residents and users of the area. The resource consent conditions and designation provisions provide for the use of construction yards within the designation. There are specific controls and processes for managing the effects of such activities, including the process for the preparation of this ULDSP. The key purpose of this document is to illustrate how the visual impacts of the yard are to be mitigated. Other conditions are in place that regulate and mitigate the construction impacts of the Project (such as noise, vibration, dust). Relevant designation and resource consent conditions (Volume 3 of 4: Conditions) can be found on the Environmental Protection Authority's website or on the following link: BOI Resource Consent Conditions
B	6	With your draft we see that the main concern you have addressed is only the visual impact this will have on our environment, and there has been absolutely nothing regarding the noise and air contaminants which comes with a precast concrete construction environment. The following points are our concerns: -Noise. -Vibration. -Dust from concrete construction pre-casting as well as dust from unsealed areas being heavily used by large machinery. -Work times.	This ULDSP is an Urban and Landscape Design Sector Plan which specifically address visual aspect in accordance with designation condition D38. As above, resource consent and designation conditions are in place to manage the effects of construction. Construction and operation of the yard will be guided by these parameters. A Construction Noise and Vibration Management Plan has been prepared under designation condition D13 for the Project to address mitigation of all construction noise and vibration. There are also noise and vibration criteria listed in designation conditions D10 to D16a. These limit the construction noise and vibration produced at various times. Resource consent conditions RC40B to RC46 on dust management will be applied. In terms of dust, the concrete precast facility will be using pre-mixed concrete which is already in a 'plastic' state. No additional dust should be generated from this activity as there will be no mixing of concrete raw materials in the construction yard. Further, the driveway into the construction yard is sealed which will inhibit dust generation from the movement of vehicles.
B	7	All of the above factors are extremely concerning to us and the fact that planting has been the main emphasis on your plan, does not in any way help with noise reduction from a now construction site. As you will be aware the planting will only filter a minimal amount of noise that will now be coming from the site and will do nothing for air contaminants.	Designation condition D38 states that the focus of the ULDSP is to establish visual screening. Planting is only used to address the visual impact of the construction yard and is not intended to reduce construction noise. Both noise and dust management have been addressed through the resource consent and designation conditions. These were developed on an effects basis, and measures have been included within them for mitigating those effects. The construction activities will be in accordance with these conditions. NX2 has an obligation to comply with, and carry out any mitigation specified within the conditions.
B	8	Our home and its environment is extremely important to us not only as a financial investment, but a place that we can rest, relax and not have any worries with vibration damage or breathing and drinking dust filled air and water. If we also decide that within the timeframe of the motorway completion project that we would like to sell what impact will this have on us. We look forward to hearing your response to our concerns using your facility before going ahead with said plan.	As noted above, there are a number requirements that are intended to manage the effects from this construction yard. However, if you feel that there are additional adverse effects on the environment, or that NX2 is not compliant with any aspect of the Resource Consent Conditions we encourage you to contact the Stakeholder and Communications Team on 0508 7295 4636, or Auckland Council on 09 3010101. The scope of this document is limited to urban and landscape design/visual effects, matters outside of this scope are not addressed in this document or through this process. However, further information and details to address any of concerns not captured here can be directed to the NX2 Stakeholder and Communications Team on the number above. It should be noted that on completion of the Project, all buildings and unsealed parking areas will be removed from the construction yard (where they do not form part of the permanent works). The final permanent design details and landscaping of this area will be available in the Pūhoi Sector ULDSP which will be released in the second half of 2018 for public consultation. Consultation on this document is important for residents to understand and influence the measures taken to design and screen the construction yard. However, please note that the development of the construction yard has been authorised through the BOI Resource Consent Process and will be confirmed by Certification of this ULDSP by Auckland Council.
C	9	As previously discussed, the Pūhoi community is very interested in having at least the dedicated parking area and sealed road left in place following completion of the motorway.	NX2 is required to comply with all resource consent conditions. Condition D70 specifically address the final form of construction yards. It states that at the completion of construction, all construction yard buildings, structures and surfacing shall be removed and the grounds rehabilitated to the general condition of their pre-Project state. In the case of the yard at Pūhoi, the entire extent of the temporary construction yard will form part of the final design, in particular this area will include a permanent stormwater wetland, as well as including extensive native planting, and the sealed access track will be used to provide emergency and maintenance access onto the future motorway. The final design details for this area can be found in the ULDSP Pūhoi Sector which will be released in the second half of 2018 for public consultation.
C	10	The Pūhoi Community Forum would be interested in taking over management of the area as part of the existing Pioneers Memorial Park which borders the area to the north.	As above, this area of the construction yard will form part of the permanent area of the motorway and will be within the operational boundary of the motorway. NX2 has responsibility to manage and maintain this area for 25 years following the completion of construction, beyond this the New Zealand Transport Agency will be responsible.