

Individual / Entity	Summary of Comment and Requested Changes	Waka Kotahi Response
Asha Investments Limited	<p>The following specific matters have been raised by Asha Investments Limited:</p> <ul style="list-style-type: none"> ■ Partial as opposed to full acquisition of the site at 31 Bremner Road <p>Requests provision of details relating to a retaining wall, wetland and new access proposed at 31 Bremner Road</p>	<ul style="list-style-type: none"> ■ Waka Kotahi provide the following in response to the Asha Investments Limited written comments: <ul style="list-style-type: none"> – All property acquisition for the Project is governed by the acquisition processes specified in the Public Works Act 1981. To date, in support of this process, Waka Kotahi has investigated options for minimising land acquisition and will continue to do so where possible and appropriate to the Project. – At the request of the landowner at 31 Bremner Road, Waka Kotahi are currently developing partial property acquisition plans to present a partial land purchase requirement to the landowner. Waka Kotahi anticipate this information will be available for discussion with the landowner within the next few weeks. – In order to minimise property acquisition, a retaining wall in the order of 5m high alongside Bremner Road is being investigated as are alternative access and stormwater treatment options. These elements will inform the extent of land acquisition required from 31 Bremner Road.
Auckland Council	<p>Auckland Council supports the proposed Papakura to Drury South State Highway Improvements lines in principle. The following specific matters have been raised:</p> <ul style="list-style-type: none"> ■ The general approach to splitting of the proposed condition set into matters covered by the district rules of the AUP and matters covered by the regional provisions is accepted ■ Potential for management of pest species through the preparation and implementation of a pest management plan ■ Modifications to the proposed conditions AB.1 and AB.2 relating to arboriculture ■ Modifications to the proposed condition HH.1 relating to historic heritage ■ Confirmation of a Discretionary Activity consent under Rule E.30.4.1(A47) of the AUP and the likely duration of consent ■ Modifications to the proposed conditions CL.1, CL.2 and CL.3 relating to contaminated land ■ Recommended additional conditions related to contaminated discharge ■ Assessment of potential value of wetland areas and consideration of offsetting is required ■ Recommended additional conditions related to lizard management and native birds ■ Impacts on esplanade reserves, Drury Sports complex, trees in reserves, access to reserves, landowner approval, tree owner asset approval, reserve function, land acquisition, pre-construction meetings ■ Preference for retaining connections to the Auranga development via Bremner Road during construction ■ Cumulative effects of construction traffic ■ Impact of land requirement on local road network and requirements for section 176 approvals ■ Flood risk to Jesmond bridge ■ Detailed design of stormwater devices <p>Impact on Watercare Services Limited assets (these are addressed separately below)</p>	<ul style="list-style-type: none"> ■ The Waka Kotahi full response to the Auckland Council written comment is contained in Appendix B. In summary, Waka Kotahi advise: <ul style="list-style-type: none"> – Auckland Council's acceptance of the approach to conditions is noted. – The potential for the management of pest species through a pest management plan may be appropriate and will be considered in the review of conditions (Appendix W of the Assessment of Effects on the Environment). – Waka Kotahi will consider amendments to the lodged proposed condition set with respect to works supervision and pest plant removal. – Waka Kotahi consider condition HH.1 sufficiently covers the requirement for monitoring of historic heritage such that specifically nominated sites do not require inclusion in the condition as requested by Auckland Council. – Waka Kotahi will consider amendments to the lodged proposed condition set in respect of the requirement for a historic heritage post completion report on the Project. – There is an error in a rule reference and Auckland Council's query around Rule E.30.4.1(A47) is correct and five years is an appropriate consent duration. – Waka Kotahi acknowledge the Auckland Council request for amendments to the proposed conditions and will consider amendments to the lodged proposed condition set in respect of contaminated land. It is noted however, that Waka Kotahi do not consider it appropriate to condition the requirement for a Detailed Site Investigation. – See Appendix B.1 for comments from Bioreserches but in summary, no offsetting is required. – Waka Kotahi will consider the need for additional conditions relating to lizard management and native birds. – Waka Kotahi note Auckland Council's comments on impacts on reserves and will follow the standard processes when the Project may affect such land. – Waka Kotahi note the strong preference expressed by Auckland Transport to retain access to the Auranga development and are investigating options for this. Waka Kotahi will continue to work with Auckland Transport on this issue. – Waka Kotahi is aware of construction traffic effects (including cumulative effects) in the Drury area and will continue to work with Auckland Transport on this issue. Waka Kotahi will review the suggested conditions and consider amendments to the lodged proposed condition set. – Waka Kotahi will consider amendments to the lodged proposed condition set in terms of the suggested condition regarding approval under section 176.

		<ul style="list-style-type: none"> Waka Kotahi note Auckland Transport's comment on the flood level of Jesmond Bridge and can confirm that the design of the bridge has been previously agreed with Auckland Transport and aligns with the lodged plans for Auckland Transport's Notice of Requirement for the future Bremner Road arterial road Waka Kotahi acknowledge Engineering Plan Approval will be required for construction of assets which are to be vested in Auckland Transport.
Auckland International Airport Limited	<p>Auckland Airport's Designation 1102 contains restrictions which ensure the safe operation of Auckland Airport's aerodrome (Obstacle Limitation Surface ("OLS")). The OLS limits the height of any obstacle that, either temporary or permanent, will cause a physical obstruction to flying aircraft or a reduction in visibility.</p> <p>AIAL request the following:</p> <ul style="list-style-type: none"> The OLS height at the northern section of the Project will need to be determined from ground-level at the site. Appropriate dust suppression measures must be in place during construction so to limit the potential for dust clouds to penetrate the OLS height restriction from ground-level. <p>Where dust clouds may or have penetrated the OLS height restriction from ground-level, Auckland Airport require project management/on-site contractors to notify Auckland Airport Operations of the event on 0800 677 242 so that the required safety procedures can be implemented for arriving/departing flying aircraft.</p>	<ul style="list-style-type: none"> Waka Kotahi provide the following in response to the Auckland International Airport Limited written comments: <ul style="list-style-type: none"> The OLS has been determined to be approximately RL156m in this location while the infrastructure to be constructed as part of the Project works at the northern extent of the Project has been calculated as approximately RL30m. The Infrastructure will not penetrate the Obstacle Limitation Surface. Waka Kotahi note that dust clouds are not anticipated during the construction of the Project and confirm dust has not been an issue during the current construction of Stage 1A of the Papakura to Drury project. Regarding the Stage 1B1 application general management of dust is addressed in proposed conditions CL.2 and CL.3 in accordance with Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016) and in condition CC.4(v). A Stakeholder and Communications Management Plan (SCMP) is required by proposed condition PC.8. Waka Kotahi recognise Auckland International Airport Limited as a stakeholder and they will be incorporated into the SCMP actions.
Chorus	<p>Chorus supports the application on the basis that the current engagement with Waka Kotahi in relation to the Infrastructure Relocation Design Agreement NZUP SH1 Papakura to Drury is agreed between both parties.</p>	<ul style="list-style-type: none"> Waka Kotahi thanks Chorus for the support expressed in the written comment provided on the Papakura to Drury Project. Waka Kotahi confirms a draft Infrastructure Relocation Design Agreement NZUP SH1 Papakura to Drury has been prepared and is currently with Chorus for consideration.
Director General Department of Conservation	<p>The D-G has reviewed the application and supports the proposed conditions relating to erosion and sediment control, specifically, ST.2-ST.8. The following specific matters have been raised:</p> <ul style="list-style-type: none"> Works should be undertaken outside the key spawning and migration periods of native fish that are present If kākahi or kōura are discovered during the works, they will need to be included in and managed by the Native Fish Relocation Plan Maintenance of fish passage 	<ul style="list-style-type: none"> Waka Kotahi provide the following in response to the Director General Department of Conservation written comments, further detail is contained in the technical memorandum prepared by Bioreserches at Appendix C: <ul style="list-style-type: none"> All of the freshwater stream sites were assessed and no kākahi or koura are present. Native fish recovery is occurring in all of the freshwater habitats to ensure potential adverse effects on native fish are mitigated. There is no upstream habitat at the affected sites. As there is no upstream habitat at these sites, there are no adults spawning and minimal (if any) migration of whitebait during the spring. The works near the CMA in the Ngakoroa Stream relate to a bridge and fish passage will not be impeded. Based on the above, amendments to the proposed condition set are not required.
Gleeson Contractors Limited	<p>Gleeson Contractors have raised the following specific matters:</p> <ul style="list-style-type: none"> Adequacy of the groundwater and settlement assessment and proposed conditions to mitigate potential effects associated with settlement Maintenance of access to the site at 69 Creek Street, Drury Inconsistencies in documentation relating to retaining wall locations and heights and the necessity for temporary walls 	<ul style="list-style-type: none"> Waka Kotahi provide the following in response to the Gleeson Contractors Limited written comments: <ul style="list-style-type: none"> Supplementary groundwater and settlement information is attached as Appendix D. This information confirms ground deformation effects at the GCL property (69 Creek Street) are consistent with the 'Negligible' to 'Very slight' categories identified in Burland (1996) and Mair et al (1996) (internationally recognised method for categorising levels of ground deformation effects on buildings). 'Negligible' to 'Very slight' correlates to aesthetic damage only, and is easily repaired. Ground movements will be short-term during the construction phase and will be monitored continuously during that period and with reducing frequency after. The detailed design phase will ensure retaining walls are designed within maximum limits contained in the Waka Kotahi Bridge Manual (Version 3, Amendment 3) for deflections and settlements of walls protecting property above. During the detailed design phase appropriate alert and alarm levels will be identified and form part of a monitoring and contingency plan. The detailed design will be peer reviewed by an independent external engineer.

- Waka Kotahi will consider the requested amendments to proposed groundwater conditions, commensurate to the level of effects identified in the groundwater and settlement assessments.
- Waka Kotahi confirm all vehicle access will be reinstated in accordance with Auckland Transport commercial vehicle crossing standards.
- In regard to retaining wall requirements the following is noted:
 - A wall is anticipated along the eastern side of the motorway for the length of 69 Creek Street
 - The maximum retaining wall heights are 6m to the north of Bremner Road, approximately 4m south of Bremner Road, adjacent to 69 Creek Street and less than 2m at the southern end of 69 Creek Street.
 - No wall is anticipated alongside Bremner Road on the south side adjacent to 69 Creek Street. There will be a low wall on the north side.
 - The need for temporary walls is uncertain at the stage and will be subject to the final construction method and final retaining wall design.

Greenpeace and Generation Zero

Greenpeace and Generation Zero do not support the application by Waka Kotahi to add a third lane in each direction on the Papakura - Drury section of SH1. Aspects of the application are supported, specifically, the improved walking/cycling infrastructure and facilitating passenger rail electrification.

The following specific comments are made:

- FTA "clearly outlines a preference for projects that will have a positive impact on the climate" – see section 19(d)(vii) and (e)

Road expansion projects lead to increased vehicle journeys and therefore increase emissions. It is unreasonable to fast-track a high-emissions project at this time since it goes against the direction of emerging transport policy in response to climate change commitments (in particular, Zero Carbon Act, Climate Change Commission report)

- Waka Kotahi provide the following in response to the Greenpeace and Generation Zero written comments:
 - The only "preference" indicated by the FTA is found in its purpose, set out in section 4. Section 19 provides guidance to the Minister when considering whether applications for referral to the fast-track process will help to achieve that purpose. While this is a listed rather than a referred project, the Panel must have regard to the purpose of the FTA when assessing it. Section 19 lists a wide range of matters that provide guidance as to whether a project helps to achieve the purpose of the FTA, including many examples of public benefit listed under section 19(d). The AEE assesses the Project against the matters listed in section 19, including whether the Project will contribute to New Zealand's efforts to mitigate climate change and transition more quickly to a low-emissions economy (section 19(d)(vii) – see AEE Section 8.4.2.4) and whether there is potential for the Project to have significant adverse environmental effects, including greenhouse gas emissions (section 19(e) – see AEE Section 8.4.2.5.) The Project's public benefits extend beyond the examples listed in section 19.
 - The decision to include this Project as a listed project in Schedule 2 of the FTA has already been made by the Government, and that is not a matter for reconsideration by the Panel. This Project is part of the New Zealand Upgrade Programme that reflects the Government's balanced transport policy and aims to provide more travel choices, help people get where they're going safely and support economic recovery, while supporting the Government's housing and climate change objectives.
 - This Project is not a "high-emissions" road expansion project. As discussed in the Transport Assessment, the Project will not introduce significant additional capacity to SH1, beyond that which is already consented and under construction as part of Stage 1A. This Project (Stage 1B1) only increases capacity from the northern end of the Drury interchanges to south of the southern end of the interchange. These improvements alone are unlikely to lead to significant induced traffic, nor significant land use change. The Transport Assessment concluded that the effects of the Project are mostly related to providing new pedestrian and cyclist facilities and upgrading the SH1 interchanges (with the works on the SH1 mainline mostly related to providing safety features and improving the alignment instead of providing additional capacity).
 - The Project supports New Zealand's efforts to mitigate climate change and transition to a low-emissions economy by unlocking opportunities for passenger rail electrification and replacing road-over-rail bridges to future-proof for additional rail lines, providing new walking and cycling infrastructure to unlock alternative transport mode choices and improve connectivity and accessibility for local communities, and future-proofing for the provision of public transport by introducing wide shoulders on SH1.

	<p>Expanding roading capacity does not ease congestion but is correlated with increased traffic volumes over time and consequently increased greenhouse gas emissions</p> <p>Induced demand not modelled and transport modelling used is flawed because it fails to acknowledge that expanded roading capacity influences land use</p> <p>The adoption of electric vehicles will not be sufficient to mitigate the effects of induced demand. Reducing road transport emissions must also include mode shift to public transport and active modes.</p> <p>The public and active mode proposals included in the project do not offset the impact of increased road traffic, though they will contribute positively to reducing greenhouse gas emissions.</p> <p>The EPA should reject the application because it will increase greenhouse gas emissions due to increased road traffic from induced demand, thereby accelerating urban sprawl and biodiversity loss. This is inconsistent with the intention of the FTA and will stymie efforts to meet New Zealand's legal obligations under the Paris Climate Agreement and the Zero Carbon Act.</p> <p>Waka Kotahi should modify the application to only build those aspects of the Project that contribute to mode shift to sustainable travel options.</p>	<ul style="list-style-type: none"> ■ The Transport Assessment and the AEE for the Project clearly describe the role that the SH1 improvements and SUP will play in responding to and supporting growth that has already been planned and enabled in the relevant land use planning documents. See for example AEE Section 8.2.1.3. The Project objectives do not include expansion of roading capacity or easing congestion. ■ In the event that the SH1 improvements were not implemented, traffic volumes associated with planned growth (and consequently vehicle emissions) would still occur. ■ The comments criticise the transport modelling (in the Macro Strategic Model, or MSM) and assumes that land use is held constant and that potential induced traffic by a project and/or the resulting land use which it enables is not accounted for in the model. The future MSM models assume significant land use change within South Auckland, in line with currently anticipated quantum of change. The MSM predicts the numbers of trips by all modes for the specified land use scenario (i.e. not just traffic demands) and it also predicts the effects of strategy/policy changes, and changes in travel behaviour. It is acknowledged that the extent of land use change could be significantly affected, if the package of transport investment currently proposed by the Supporting Growth Alliance does not proceed and/or if a different package of investments were to be delivered. However, the Stage 1B1 project on SH1 between Papakura and Drury, is only one part of this overall transport package and on its own is unlikely to justify the use of or generate a different land use scenario. ■ As discussed in AEE Section 8.4.2.4, over time, a range of strategic system level interventions will need to occur to decarbonise the land transport system, and these will be determined once the Emissions Reduction Plan and emissions budgets are set by the government later this year or in 2022. The uptake of electric vehicles, mode shift to public transport and active modes, network optimisation and demand management measures will all likely play a role in the transition. There is currently no legal requirement to offset the impact of increased road traffic or increased greenhouse gas emissions at an individual project level, either under the RMA or the FTA. This Project will play an important role in promoting mode shift, as acknowledged by Greenpeace and Generation Zero in their comment. ■ This is a listed project under Schedule 2 of the FTA, and the matters relevant to the Panel's decision are set out in clauses 29 and 30, 33 and 34 of Schedule 6 of the FTA. While Part 2 of the RMA and the purpose of the FTA are important considerations for the Panel's assessment, the Panel may only decline consent applications or cancel a notice of requirement for a listed project on the specific grounds set out in clause 34 (namely, that it is inconsistent with a national policy statement or section 6 of the FTA). If neither ground is satisfied, the Panel must grant consent or confirm a requirement. The Project is not inconsistent with any national policy statement, and a decision to approve it would not be inconsistent with section 6 of the FTA. ■ The various Project components represent a comprehensively designed solution to meet the Project objectives. Modification of the Project as suggested would be a fundamental change to the scope of the Project and would not achieve the objectives.
Heritage New Zealand Pouhere Taonga	<p>Heritage New Zealand commends the extensive consultation, measures taken to assess, avoid and minimise impacts on historic heritage, and historic and cultural heritage designation conditions proposed.</p> <p>Heritage New Zealand consider the Historic Heritage Assessment provided, processes followed to avoid and minimise impacts on historic heritage features, the applications, and the conditions proposed to address both historic heritage and cultural heritage exemplary.</p> <p>Heritage New Zealand note archaeological authorities will be applied for in relation to works.</p>	<ul style="list-style-type: none"> ■ Waka Kotahi thanks Heritage New Zealand Pouhere Taonga for the support expressed in the written comment provided on the Papakura to Drury Project.
KiwiRail Holdings Limited	<p>KiwiRail Holdings Limited confirms Waka Kotahi has worked closely with KiwiRail which will accommodate future rail capacity enhancements in the Drury interchange design and that engagement will continue, including the following:</p> <ul style="list-style-type: none"> ■ Coordination of construction works ■ Obtaining of permits, grants and s177 RMA approval 	<ul style="list-style-type: none"> ■ Waka Kotahi thanks KiwiRail for the written comment provided on the Papakura to Drury Project and look forward to continue working with KiwiRail on the interface between our two projects.

	Development of a Memorandum of Understanding to ensure the integrated delivery of the P2D project and the KiwiRail Papakura to Pukekohe rail corridor electrification project	
Minister of Housing	<p>The Minister supports the application subject to the appropriate management of potential adverse environmental effects, noting:</p> <ul style="list-style-type: none"> ■ To achieve the outcomes sought in the Hamilton to Auckland Spatial Plan and the Drury-Opaheke Structure Plan the provision of infrastructure, including the transportation infrastructure is a key requirement to unlock the development of potential of the Drury Area. ■ The Stage 1B1 improvements to State Highway 1 between Papakura to Drury South are critical to enabling the unlocking of development in the Drury-Opāheke greenfield development. ■ The new Drury interchange will provide an important transportation access point to the planned Drury Town Centre and wider development in both Drury East and Drury West. <p>The Project will improve the capacity of the Papakura to Drury Central interchanges on the Southern Motorway for priority vehicles, as well as assisting with connectivity and improving travel time reliability along the critical transport corridor.</p>	<ul style="list-style-type: none"> ■ Waka Kotahi thanks the Minister of Housing for the support expressed in the written comment provided on the Papakura to Drury Project.
Minister for Arts, Culture and Heritage	<p>The Minister for Arts, Culture and Heritage supports the intent of the project, being to carry out road improvements along State Highway 1 between Papakura and Drury, Auckland. The following specific request has been made by the Minister:</p> <p>The opportunity to review the draft conditions should the Panel decide to grant the consent.</p>	<ul style="list-style-type: none"> ■ Waka Kotahi thanks The Minister for Arts, Culture and Heritage for the support expressed in the written comment provided on the Papakura to Drury Project. Waka Kotahi note under clause 36(1), schedule 6 of the Covid Recovery (Fast Track Consenting) Act 2020 the Panel must provide a copy of draft conditions, inviting comments from every person or group that provided comments in response to an invitation given under clause 17(2).
Minister for Treaty of Waitangi Negotiations	<p>The Minister for Treaty of Waitangi Negotiations notes the application falls within the indicative areas of interest for Hako and Ngāti Koheriki.</p> <p>Request for the panel to invite comments from Te Kuenga o Ngāti Hako, Hako Tūpuna trust and Ngāti Koheriki Claims Committee before issuing a decision.</p>	<ul style="list-style-type: none"> ■ As outlined in the AEE and Appendix E of the application, Waka Kotahi has engaged with a number of iwi on the project including those with an interest under the Marine and Coastal Area (Takutai Moana) Act 2011. ■ The Panel may seek further information from the Minister and/or the parties identified in the comments, if appropriate.
New Zealand Infrastructure Commission, Te Waihanga	<p>Te Waihanga supports the application, subject to any appropriate conditions the expert consenting panel imposes to avoid, mitigate or manage any adverse effects, noting:</p> <ul style="list-style-type: none"> ■ The application supports the Project objectives ■ The application supports the industry's recovery from the effects of COVID-19 as a fundamental purpose of the Act ■ Substantial consultation has been undertaken in the preparation of the application 	<ul style="list-style-type: none"> ■ Waka Kotahi thanks Te Waihanga for the support expressed in the written comment provided on the Papakura to Drury Project.
Park Green Residential Limited / Hugh Green Limited	<p>The intent of the Project to undertake works within the existing designation and the proposed NoR 2 for motorway widening and a new shared use path is generally supported by HGL. The following specific matters have been raised by HGL:</p> <ul style="list-style-type: none"> ■ HGL consider acquisition and compensation of land required for construction purposes is appropriate rather than a two stage process involving hand back of land at the completion of works, given concurrent development of the HGL site will occur ■ Queries around the alignment of the shared use path (SUP) and connections to it ■ Queries around the detail of stormwater devices and the integrity of existing culverts ■ Waka Kotahi works will result in HGL being in breach of a condition of resource consent obtained by HGL in 2019 ■ HGL consider while their site at 144 Park Estate Road is currently vacant, mitigation of noise effects resulting from the state highway is required 	<ul style="list-style-type: none"> ■ The full Waka Kotahi response to the HGL written comment is contained in Appendix E, Appendix E.1 (Bioresearches technical memorandum) and Appendix E.2 (Marshall Day Acoustics technical memorandum): In summary, Waka Kotahi advise: <ul style="list-style-type: none"> – Land acquisition is likely to occur in a single stage as agreed with HGL – Waka Kotahi will continue to engage with HGL with respect to the alignment of the SUP and to safely enable further connections to it – Clarity has been provided around the detail of the stormwater devices and the existing culverts will be strengthened – The areas of land referred to in the HGL consent are not wetlands and Waka Kotahi will work with HGL to address any administrative updates required with Auckland Council which are caused by the acquisition of a portion of HGL's land – The Project will not increase noise at this site beyond the existing consented environment and HGL have existing obligations to mitigate existing noise under the Auckland Unitary Plan sub-precinct for their site.

Parklands Property Limited	<p>Parklands Properties Limited generally supports the proposed improvements subject to the following:</p> <ul style="list-style-type: none"> ■ An acoustic barrier/panels are constructed to mitigate the auditory and visual effects of the State Highway on the existing consented residential environment <p>Larger canopy tree species be planted within the planting strip to assist in mitigating the loss of the existing vegetation and provide a long-term buffer to the motorway corridor</p>	<ul style="list-style-type: none"> ■ Waka Kotahi provide the following in response to the Parklands Properties Limited written comments. Supporting noise commentary is contained the technical memorandum prepared by Marshall Day Acoustics Limited (attached as Appendix F): <ul style="list-style-type: none"> – The site at 72 Hinau Road is subject to the provisions of the Hingaia 1 sub-precinct which includes obligations to comply with a noise overlay due to the circumstances by which the site was zoned as a special housing area. This was considered in the consent referred to in the Parklands written comments. In the assessment of that resource consent application the Auckland Council reporting officer considered it as follows: <p><i>State Highway 1 runs along the eastern boundary of the site. This is relevant from a land use perspective because there are potential reverse sensitivity issues associated with noise emanating from the motorway. The proposal includes an amenity buffer (approved as part of the bulk earthworks consent) to provide acoustic attenuation. The buffer includes an earth bund approximately 2.0m high and a 1.8m high close boarded fence on top of it. The applicant has proposed that Consent Notices are placed on the Certificates of Title for each affected lot requiring that the acoustic fence cannot be modified without prior approval from Council, and that the maintenance of any landscaping on the bund, within the boundary of each affected lot, be the responsibility of the land owner (see page 31 of BUN60077812 attached)</i></p> – The consent notices required are referred to in condition 78 of BUN60077812 as submitted in the Parklands written comments and form part of the 'existing environment' referred to in the comments. It is also relevant that the existing environment includes the motorway and all of its traffic lanes (both those existing and those under construction under stage 1A approvals. – The technical memorandum prepared by Marshall Day Acoustics Limited (attached as Appendix F) and the Papakura to Drury Stage 1B1 Noise and Vibration Assessment (Appendix U of the Papakura to Drury Stage 1B1 Assessment of Environmental Effects) confirm the project will not increase traffic noise in relation to the site at 72 Hinau Road. The Project works adjacent to 72 Hinau Road enable the construction and operation of the SUP. The state highway alignment remains within the existing state highway designation, with the third north and south bound lanes consented under Stage 1A of the Project. ■ Waka Kotahi note the request for additional planting and/or an acoustic barrier to provide “instant visual mitigation to the removal of the existing vegetation”. ■ As discussed above, an acoustic barrier is not required for acoustic protection of the site and the applicant has an existing consent obligation to provide a bund and fence along side the boundary. They also have the option of adding additional fences on their boundary if desired for amenity reasons. ■ In noting the above, Waka Kotahi appreciates the comments from the landscape architect provided (including the limitations placed by the presence of Transpower infrastructure) and will continue to engage with Parklands Properties Limited in regard to the appropriate planting species along the boundary with 72 Hinau Road. This will be undertaken in the context of the wider landscape themes contained within the Urban Design and Landscape Framework and engagement with mana whenua. ■ As these discussions are on-going and will evolve as the Project moves into a detailed design phase, Waka Kotahi do not intend to alter the proposed conditions to address this point.
Property Council of New Zealand	<p>The Property Council generally favour development however note that as a membership organisation representing multiple owners and developers it's policy prevents comment on a specific site application such as FTC15 Papakura to Drury South State Highway 1 Improvements – Stage 1B1.</p>	<ul style="list-style-type: none"> ■ Waka Kotahi thanks the Property Council for the written comment provided on the Papakura to Drury Project.
Spark NZ Trading Limited	<p>Spark NZ Trading Limited provides comment in respect of an existing telecommunications facility at 180 Flanagan Road. The following specific request has been made by Spark:</p> <ul style="list-style-type: none"> ■ Ensure that the equipment to be relocated has been timed appropriately to ensure that the Spark network is not 'offline'. That is, a new facility constructed before the removal of the existing ■ Ongoing communication and agreement for the details of this relocation <p>Amendment to the proposed Designation condition at CC.6 to reflect the requirements of relocation of infrastructure and integration of digital technologies</p>	<ul style="list-style-type: none"> ■ Waka Kotahi provide the following in response to the Spark NZ Trading Limited written comments: <ul style="list-style-type: none"> – Waka Kotahi acknowledge the requirement for continuous operation of the telecommunications facility at 180 Flanagan Road and confirm the Project will be timed appropriately to ensure a new facility (i.e. Mobile Tower & communications cables) will be constructed before the removal of the existing Mobile Tower & communications cables at 180 Flanagan Road. – Waka Kotahi will continue engagement with Spark NZ Trading Limited regarding the relocation of the telecommunications facility. – Waka Kotahi will consider the requested amendments to proposed condition CC.6.

Watercare Services Ltd

Watercare supports the Stage 1B1 works in principle, but seeks to ensure existing and planned water and wastewater assets are protected. The following specific matters have been raised:

- Confirmation of whether or not infrastructure listed in table 1 of Watercare's written comment requires relocation or changes, the process for relocation, and construction methodologies to be used adjacent to or above the assets.
- Regarding the Waikato Watermain, Watercare request Waka Kotahi seek authorisation for relocation of the watermain.
- Watercare seek confirmation they will be directly involved in the watermain relocation detailed design, construction management and cut-in and livening of the watermain.
- In order to reduce the carbon footprint of the Waikato Watermain, Watercare requests the consideration that the existing pipeline (once superseded) is removed rather than filled with concrete.
- Watercare requests the following specific relief:
 - adverse effects on Watercare's assets and operations are avoided, remedied, or mitigated.
 - diversions or relocations will be addressed in an agreement with Watercare prior to construction which includes meeting Watercare's standards, including but not limited to; cost sharing, design approvals, contractor approvals and shutdown notice periods
 - provision of an advanced works plan, prepared in conjunction with Watercare, detailing how Watercare's existing assets will be protected during construction works and access maintained
 - provision of a management plan, prepared in conjunction with Watercare, related to the relocation and tie-in to the (Flannagan Road) Waikato #1 pipeline one year in advance of construction commencing
 - cut-in dates for the Waikato Watermain to be provided a year in advance with reserve dates
 - development of a construction programme that isolates the Watermain works from the general project critical path
 - provision of operational 'Standard Operating Procedures', and approval and certification procedures and processes needed for when the relocated Waikato Watermain is commissioned
 - vesting of all new water and wastewater assets
 - works over approvals to be obtained

■ Waka Kotahi provide the following in response to the Watercare Services Limited written comments:

- Waka Kotahi consider a Memorandum of Understanding is an appropriate way forward and will be engaging with Watercare in the preparation of this document

Written comment items 2 to 7:

- A preferred alignment of the Waikato Watermain has been identified in consultation with Watercare. The final alignment is dependent on the confirmed realignment of Flanagan Road. Construction relies on the completion of land acquisition. Waka Kotahi will continue engagement with Watercare regarding any additional consenting requirements and/or Watercare authorisations related to the watermain relocation.
- Watercare's comments regarding timing of relocation and cut-in are acknowledged and Waka Kotahi confirm Watercare will be fully involved in the development of the detailed design, construction management, the cut-in and livening of the Waikato Watermain.
- Waka Kotahi will be investigating opportunities to reduce construction (embodied) emissions, including via construction methodology. To date, no decision has been made on the most appropriate way to address the decommissioned pipeline and Waka Kotahi will work with Watercare on this issue.

Written comment items 1, 8 to 11:

- Waka Kotahi confirm the requested relief sought under items 1 and 8 to 11 is in accordance with industry practice for the management of utility assets in the road corridor.
- Waka Kotahi confirm the Stage 1B1 Specimen Design has identified all Watercare assets identified in table 1 of Watercare's written comment.
- Waka Kotahi will continue engagement with Watercare regarding any necessary approvals required for relocation of Watercare assets.