

Inquiry process. Copies of your full submission, including all personal information in Part A will be provided to the Board of Inquiry, the applicant, and submitters, and may also be provided to other parties in the process. You have the right to access and correct personal information held by the EPA.

Your name, organisation (if applicable), the information in Parts B and C of this form, and any attached information will be published on the EPA website and made available to members of the Board of Inquiry, the applicants, the submitters and the public for use in the processing and consideration of the proposal.

Note: If the submitter is a company, full business contact details will be publicly available.

Part B

This part asks for your position on the proposal

5. What is your position on the proposal?

You can state your position on the proposal as a whole, or any part of it. If you have opinions on different aspects of the proposal then you can be specific about these in the space provided below.

Please note that copying and pasting from a Word document will remove any formatting and may affect some punctuation. It is recommended that you attach these pages using the attachment button near the end of the form. If you require more space, please attach additional pages as necessary.

Please indicate your position on the proposal:

- Support in full
- Support in part
- Neutral
- Oppose in part
- Oppose in full
- Range of views

Reason including any suggested conditions

I propose for the Board of Inquiry to consider that the designation may need to cover all of our property (refer to Public Works Act). If not, than I propose to deal with the the proposal under the conditions listed below. For further, more specific details refer to my attached document. (A) NZTA to acquire all of our 50 acre property (a) Ensure groundwater, existing streams and wetlands are secured, protected from dust, soil disturbances, run offs from construction site, oil leaks/spills due to rain and/or other means (Refer to attached document, point 15. A) a)) (b) Replace, create and secure alternative wetlands that are to be lost (Refer to attached document, point 15. A) b)) (c) Streams to be diverted in ecological friendly manner (Refer to attached document, point 15. A) c)) (d) Remove existing artesian bore and seal in ecological friendly manner (Refer to attached document, point 15 . A) d)) (e) Apply an overall ecological friendly attitude towards all other affected areas within and in close proximity to t he construction site, outside our property (Refer to attached document, point 15. A) e)) (B) NZTA to acquire the middle part of our 50 acre property (a) Find comparable land with all the usual facilities, to accommodate farm animals, occupants/tenant (Refer to attached document, point 15. B) a)b)) (b) Reimburse for all associated costs (Refer to attached document, point 15. B) c)) (c) Apply point (A) a) (Refer to attached document, point 15. B) d)e)) (d) Fence off remainder of farm land, wetlands and streams and re-install the usual farm infrastructure (Refer to attached document, point 15. B) f)g)h)) (e) Relocate existing artesian bore to remainder of land so the farm is operational and issue guaranty, the quali ty of the bore water is not compromised (Refer to attached document, point 15. B) i)j)) (f) Build an adequate link in form of a bridge or underpass for vehicle and stock movement, so both parcels of l and can be farmed in conjunction with the main farming enterprise or future enterprises (Refer to attached d ocument, point 15. B) k)) (g) Apply all possible measures to eliminate health risks to occupants, animals and damage to property due to construction, blasting's and finished motorway, etc. (Refer to attached document, point 15. B) l)m)n)o)p)) (h) Widen and tar seal Wyllie Road to the point of usage for construction vehicles (Refer to attached document, point 15. B) q)) (i) Limit construction and associated traffic to working hours (7am - 6pm, Monday to Friday) only. Assure week ends and public holidays are kept free from construction work (Refer to attached document, point 15. B) r)) (j) Grant appropriate financial compensation to us as the land and business/farm owners, for the loss of incom e and injurious effects caused by this proposal (Refer to attached document, point 16) (C) NZTA to acquire the eastern (bottom) and middle part of our 50 acre property (a) Apply all points listed under 15. A) and B) excluding point B) f)

6. What decision would you like the Board to make?

Please indicate below what decision you would like the Board of Inquiry to make about this proposal and provide reasons. If you would like to suggest changes to the proposal and/or make any suggest conditions if it were to be approved then you can detail these.

Please note that copying and pasting from a Word document will remove any formatting and may affect some punctuation. It is recommended that you attach these pages using the attachment button near the end of the form. If you require more space, please attach additional pages as necessary.

- Grant
- Decline
- Grant with conditions (please describe the changes or conditions you would like below)
- No view
- Other (please describe the decision you would like below)

Reason including any suggested conditions

I would like to propose for the Board of Inquiry to grant the proposal with the following suggested conditions. For more details refer to my attached document. (a) Apply all of my suggested conditions in point 5. (A),(B) and (C) including all sub-points

7. What is your position on the planning matters?

The applicant is seeking approvals under the Resource Management Act 1991 for two notices of requirement for a designation and alteration to a designation and an application for fifteen resource consents. These are referred to as

the 'matters'.

If you have a position or opinion on these matters please indicate your position on them and give reasons for that position below.

Please note that copying and pasting from a Word document will remove any formatting and may affect some punctuation. It is recommended that you attach these pages using the attachment button near the end of the form. If you require more space, please attach additional pages as necessary.

Notices of requirement and resource consents applied for under Auckland Council jurisdiction

Notices of Requirement

- NSP 33/001 A designation for a project being the construction, operation and maintenance of a State highway, being the Ara Tūhono Pūhoi to Wellsford Road of National Significance – Pūhoi to Warkworth Section.
- NSP 33/002 An alteration to a designation (Auckland Council District Plan – Operative Rodney Section 2011 Designation 401) for a project being the construction, operation and maintenance of a State highway, being the Ara Tūhono Pūhoi to Wellsford Road of National Significance – Pūhoi to Warkworth Section.

Resource consents

- NSP 33/003 Land use consent The use of land for land disturbing activities, including earthworks, roading, tracking and trenching
- NSP 33/004 Discharge permit The discharge of stormwater to water as a result of activities undertaken by a highway network operator within the Pūhoi catchment
- NSP 33/005 Land use consent and water permit Use, placement and erection of structures in, on, under, or over the bed of the Pūhoi River and its tributaries for the purposes of a river crossing(s), pipe culverts, bridges and associated erosion control structures and stormwater outlet structures and any associated diversion of water
- NSP 33/006 Water Permit Diversion of groundwater
- NSP 33/007 Discharge Permit The discharge of stormwater to water as a result of activities undertaken by a highway network operator within the Mahurangi catchment
- NSP 33/008 Land use consent and water permit Use, placement and erection of structures in, on, under, or over the bed of the Mahurangi River and its tributaries for the purposes of a river crossing(s), pipe culverts, bridges and associated erosion control structures and stormwater outlet structures, and any associated diversion of water
- NSP 33/009 Coastal permit Erection, placement, alteration, extension, removal or demolition of structures or any part of a structure that is fixed in, on, under or over the foreshore or seabed within the coastal marine area
- NSP 33/010 Coastal permit Undertake an activity, being the operation of the State highway
- NSP 33/011 Coastal permit Occupation of part of the coastal marine area
- NSP 33/012 Coastal permit Disturbance including removal of mangroves in the CPA1 and use of motor vehicles in CPA1
- NSP 33/013 Water permit and discharge permit Augmenting existing culverts draining road side drains under State highway 1 in vicinity of Hungry Creek
- NSP 33/014 Water permit and discharge permit Widening of Moirs Hill Road and increasing impervious surface by between 5,000m² and 10,000m²
- NSP 33/015 Water permit and discharge permit Discharge from construction access through 1509 State Highway 1 (Lot 1 DP321568) from State Highway 1 just south of Perry Road into the alignment
- NSP 33/016 Discharge permit Discharge of contaminants to land and/or water from an industrial or trade premises being a precast concrete yard
- NSP 33/017 Discharge permit Discharge of contaminants to air from a mobile rock crusher

Set out the matter (listed above), your comments and any changes sought and/or suggested conditions.

NSP 33/001: For details refer to my attached document in its entirety NSP 33/002: For details refer to my attached document in its entirety NSP 33/003: Refer to my attached document, points 15. A) a, b, d, e, B) d, e, f, g, h, i, j, k, l, m, n, o, p, q, r, C) a, 16 NSP 33/004: Refer to my attached document, points 15. A) e NSP 33/005: Refer to my attached document, points 15. A) e NSP 33/006: Refer to my attached document, points 15. A) a, b, d, e, B) d, i, j, m, C) a, b, 16 NSP 33/007: Refer to my attached document, points 15. A) a, b, c, e, B) d, f, j, m, C) a, b, 16 NSP 33/008: Refer to my attached document, points 15. A) a, b, c, d, e, B) d, f, g, i, j, k, m, C) a, b, 16 NSP 33/009: Refer to my attached document, points 15. A) e NSP 33/010: Refer to my attached document, points 15. A) e NSP 33/011: Refer to my attached document, points 15. A) e NSP 33/012: Refer to my attached document, points 15. A) e NSP 33/013: Refer to my attached document, points 15. A) e NSP 33/014: Refer to my attached document, points 15. A) e NSP 33/015: Refer to my attached document, points 15. A) e NSP 33/016: Refer to my attached document, points 15. A) a, b, c, d, e, B) d, e, i, j, l, n, C) a, 16 NSP 33/016: Refer to my attached document, points 15. A) a, e, B) d, e, l, o, p, r, 16

Part C

This part provides the EPA with information to assist with administration of the hearing

8. How would you like to receive correspondence?

Formal service of documents will be by way of the EPA website at www.epa.govt.nz.

For efficiency, as well as environmental and cost reasons, the EPA sends out its correspondence via email. We usually provide links to documents on our website rather than emailing documents. This saves people the trouble of downloading large files that they may not want.

*We will send all information and correspondence including copies of the draft and final reports to the email address that is provided in Part A of the Submission Form, **unless** you state an alternative preference below.*

If for any reason you cannot receive documents by email please indicate this by ticking the box below. This will ensure that, where possible, paper copies of all information will be sent to you.

If you choose to receive paper copies and wish to speak at the hearing, a lot of information such as evidence, hearing schedules, board directions and reports will need to be posted to you. However it may not always be feasible for paper copies to be made available to you in a timely manner (for example, the hearing schedule may change daily during the hearing).

In some instances, when there is a large volume of information, we may refer you to a location where this documentation is publicly available for inspection, such as a library, even if you indicate a preference for receiving paper copies.

If you prefer to receive hard copies of all the information please tick the box below.

- I / we wish to receive correspondence via email.
- I / we wish to receive **paper** copies of documents where possible.
- I / we wish to receive **paper** copies of only the draft and final decisions (all other documents will be electronically provided).
- I / we **do not** wish to receive **any** documentation.
 - Other than **paper** copies of the draft and final decisions.
 - Other than **electronic** copies of the draft and final decisions.

9. Do you wish to speak at the hearing?

As a submitter you may speak to your submission (and any evidence you may provide - see Section 10 below) at the hearing. To assist us with planning, please advise us below if you intend to speak at the hearing.

*If you indicate on your submission that you **do not** want to speak at the hearing, you will not receive further correspondence from us until the draft decision report is sent to you. You can still access all information via our website.*

*If you indicate you **do** wish to speak at the hearing we will contact you prior to the hearing to confirm your intention and how long you will need for your presentation to the Board.*

Many submitters speak on similar topics and issues. If this applies to one or more of your topics of interest

then you may consider presenting a joint case at the hearing. If you wish to do this, please indicate this by ticking the box. The Friend of Submitter will be able to assist submitters who are prepared to make joint cases – please refer to the [EPA Website](#) for details on how to contact the Friend of Submitter.

I / we **do not wish to speak** (Please go to section 11)

I / we **wish to speak** about my / our submission

If others make a similar submission, I / we will consider presenting a joint case with them at the hearing.

I / we wish to present in Maori / Te Reo

I / we wish to present in New Zealand Sign Language

I / we intend on having legal representation.

10. Do you intend to provide expert witnesses?

This section only relates to people who want to speak at the Board of Inquiry hearing.

An expert witness is a person who through training or experience is a skilled practitioner in a particular subject and is able to give professional evidence on that particular subject. All experts are expected to comply with Environment Court Practice Note 2011 (available at www.justice.govt.nz/courts/environment-court/legislation-and-resources/practice-notes/practice-notes), and be prepared to be cross-examined.

If you consider yourself to be an expert or you intend to provide evidence from expert witnesses please tick the box below.

No, I / we **do not have** expert witnesses

No, I / we **do not have** expert witnesses, but I consider I have expertise to be considered an expert (please fill in the table below)

Yes, I / we **do have** expert witnesses (please fill in the table below)

If you know the areas of expertise of your expert witnesses and their names the please provide these. This information is for provisional planning purposes only - final confirmation of expert witnesses will not occur until the evidence of the submitters is lodged with the Board.

Name Of Witness	Area Of Expertise	Phone Number	Email Address

11. If you would like to attach any supporting documents please do so below.



Third draft submission to
EPA.docx
Microsoft Word Document
10.3 KB

Only ONE PDF or Word document with a maximum size limit of 15MB can be attached to this submission form.

Please forward larger files or file types other than PDF or Word, or multiple documents directly to the EPA on a CD or DVD or USB stick.

Email Address

I wish to receive a copy of my completed submission via email.

Forward my submission form to Applicant

*A copy of your submission **must** be sent to the New Zealand Transport Agency. If you unselect this box you **must** deliver your submission to New Zealand Transport Agency as soon as possible*

To send in your submission, please press the Submit button.

This confirms you have the authority to act for all persons named on the submission form.

If you do **not** wish to send in your submission, or you do **not** have authority to act for all stated parties in this matter, please do **not** press the Submit button.

When you click on the submit button, a copy of your submission will be sent to the Environmental Protection Authority and a copy will also be forwarded to your email address. Your submission may take some time to submit please allow time for the form to submit. When your form has been successful submitted a message will appear below this text.

Submitter:

Ewald Thaller

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

02 December 2013

Ref: Ewald Thaller's Submission in relation to the application by the New Zealand Transport Agency (NZTA) for Ara Tuhono Puhoi to Wellsford Road of National Significance (RoNS) the Puhoi to Warkworth Section

Dear Sir/Madam

1. Thank you for giving me the opportunity to voice my concerns with regards to the proposed building of the motorway extension between Puhoi and Warkworth by presenting my submission to you.
2. My reasons for this submission are important to me. Since the announcement of the proposed building project was made, my personal and professional life has been affected and will continue to do so until a final decision has been made. I need to mention, that this also had a direct effect on our long term tenant who has been occupying the farm house for the last 10 years.
3. I would like to express that I am not opposed to the project in general. I understand that an extension of the Motorway to the North of Auckland would benefit the New Zealand economy in general.
4. I need to explain to the Board of Inquiries, that I have not had written confirmation from NZTA, about how much of our land they require. As you can see in the proposed designation plans, only the middle part of our land is earmarked for the construction of the motorway. That is why I had to write my submission to cover the numbers of scenarios you find listed below. Adding to this state of suspense, I explain my concerns, in particular, the effects the planning, construction and consequences of living within such close proximity to a four lane motorway would have on the environment, my property, all other affected properties, farmers, their farm animals and occupiers alike.

Before I list my concerns, may I explain my situation to you:

5. I am the part owner of 20.2342 hectare farm land in Wyllie Road. The address is [REDACTED], Warkworth. This is the original homestead of the Wyllie family to whom the co-owner is related to. We are directly affected by the proposed motorway. As you will be aware, the land is of gentle, north facing contour that is well farmed, free of weeds and had been fertilized regularly, since acquiring the property 17 years ago. When we purchased the farm, the property was in a run down condition. We spent many years improving all the major buildings, like the farm house, the hay barns, the wool shed and the two cattle/sheep yards on the property. Most of the fences and gates were in bad condition and had to be replaced or repaired. All fences have been upgraded and fitted with an electric wire. We have spent a sizeable amount of money and labour to bring the entire property to the state you see today.

6. The woolshed is in good working order and has been used for many years. For ease of management and time restriction, we have chosen to discontinue farming sheep on the Warkworth property at this point, however we reserve the right to reintroduce sheep into the farming operation at any time.

7. When we purchased the block of land, we chose it for the proximity of 3km to the Warkworth township and all the amenities that come with it, i.e. schools, swimming pool, the nearby beaches, vineries, to name a few and the ability to commute to Auckland. We envisaged to develop the farm further, so we could eventually move there permanently, to live there in retirement.

8. The land is divided into seven good sized paddocks. Six of the seven paddocks have a natural water course/stream running through. The eastern end of the farm borders on to a bush-lined tributary of the Mahurangi River. When we purchased the property, the wetland areas, streams and the Mahurangi River, were all open to stock. At an early stage, we fenced off (with a single one wire electric) all the streams, wetlands and the Mahurangi River, so stock would not be able to get into the area and pollute the water.

9. We also planted the fenced off areas with exotic trees, mainly European and exotic oak trees (in excess of 100) and natives, eg manuka, totara, flax, cabbage, etc. to enhance the natural beauty and provide nesting areas for birds, as well as shelter for grazing animals. We raised all of the oak trees ourselves. We planned, ultimately to fence off the wetland areas with a permanent fence structure, in order to obtain another title. This would have benefited us financially, as well as made sure, that the wetland areas would have been protected in perpetuity, which would have been a long term benefit from an environmental point of view. Unfortunately, time and financial reasons inhibited us from carrying out the project of covenanting the wetland and bush area earlier. We understand, now with the proposed motorway under way, the ability to create another title, has been taken away from us.

10. We also farm 535 acres in Northland. This is the main farm and is run in conjunction with the 50 acre Warkworth property. We send surplus stock from the Northland farm, or vice versa, in order to fatten and raise them on the Warkworth property.

11. The property also has two bores in place. One is a retired bore, located in the woolshed. The other is an artesian bore, located in the area, where the proposed earth works are to be carried out. An overhead power line services this facility as well as a neighbouring artesian bore sited across the northern boundary. This bore produces first class quality water. The previous owner had the water

tested and was told that it could be commercially sold. At present it provides water to the stock on the farm, the neighbouring farm to the south (there is an easement over the title to take water for their farm) as well as for domestic use to the farm house and shearer's quarters. It needs to be mentioned, that the neighbouring farm has already been purchased by NZTA and is currently leased and farmed by it's previous owner.

12. We always envisaged, to use the water as an opportunity to create a business venture, once we would retire from mainstream farming in order to supplement income.

13. In close proximity to the working bore is a historic site, where the American soldiers in World War II erected a camp. Remnants of the numerous concrete bases are still in place.

14. The farm house, has been tenanted for a number of years. As mentioned in paragraph 2, our long-term tenant has expressed concerns about the prospect of living in very close proximity to the proposed motorway. From looking at the plans, the motorway will be raised approximately 18 to 20 meters from the existing ground level, in order to cross Wyllie Road via a bridge. Our buildings will be in direct view of the motorway. This will create major road noise, air and visual pollution, especially being in short distance to the proposed motorway. These are all aspects, we and our tenant would not have chosen voluntarily, when deciding to live in bucolic surroundings. (Please refer to Visual Simulation 08 - Wyllie Road, indicative 124 degree horizontal view, sheet 1 and 2, drawing No: LV-227)

15. List of concerns and possible remedies:

A) If NZTA is to acquire all of our 50 acre property to build the motorway, the following measures ought to be put in place, to ensure the remaining land parcel outside the construction zone is protected environmentally and we are adequately financially compensated:

- a. Measures will have to be put in place to ensure the groundwater, existing waterways and wetlands are not being polluted by dust and soil disturbances, run offs from building sites, oil leaks/spills from machinery, etc. due to heavy rain or other means.
- b. Everything possible will have to be done to mitigate the loss of the wetland area (including the established trees) that is currently protected and looked after. If any of these protected areas, in part or full, are lost, other habitats including planting of flora, will have to be established nearby to ameliorate the lost habitat for fauna.
- c. Streams will have to be diverted in an environmentally friendly manner to ensure the ecological effects are being minimised.
- d. The existing artesian bore will need to be removed and sealed to ensure no pollution from the nearby construction site can enter the ground water.
- e. Needless to say, all the above and below will have to apply to all the other areas outside our boundary. I have merely addressed the land parcel of the construction site, that affects us as the landowners and occupiers directly.

B) If NZTA acquires the middle part of our 50 acre property to construct the motorway, the following measures ought to be put in place to ensure the smooth running of the remaining farm parcels are secured economically, environmentally and we are adequately financially compensated:

- a. Prior to the commencement of the construction, a comparable block of land with similar location, size and contour to the land that is required for the motorway project, will have to be procured by NZTA in order to accommodate the farm animals. All associated costs to relocate the stock, the upkeep, etc. will have to be met by NZTA.
- b. The 'alternative' land that is provided during the accommodation needs to have suitable stock handling facilities in order to yard animals for the usual animal husbandry.
- c. Any costs, associated with going to and from the alternative land area will have to be met by NZTA.
- d. The remaining land, that is not being acquired, NZTA will have to put measures in place, to ensure groundwater, the existing waterways and wetland areas are not being polluted by dust and soil disturbances, run offs from building sites, oil leaks/spills from machinery, etc. due to heavy rain or other means.
- e. During hay making season and or harvest time of any planted crops on the farmland, assurance will have to be given, that no discharge of contaminants to air from a mobile rock crusher will be allowed to ensure the safety of the harvested end product.
- f. With the on-going heavy traffic and earth disturbances on the remaining farm land, it will be necessary to fence off existing wetlands, streams and river with a permanent sheep proof and electrified fence, in order to avoid stock being pushed into the wetland and streams that are currently fenced off with electric wire. Animals can get frightened by the start of heavy machinery, movements of people and machinery as well as noises, so it is imperative to ensure those areas are protected. NZTA will have to bear the cost for that, as it is obvious that without a construction site next door to a working farm, such expenses to the landowner would not have been necessary. An 'emergency gate' for those fenced off wetland areas should be incorporated to the fence, so animals that accidentally enter those areas (I have witnessed cases where animals do jump even electric, 9 wire, battened fences) can be safely returned, without having to cut permanent fencing structure.
- g. New sheep proof and electrified fences, will have to be erected to make sure the remaining farmland is adequately secured, so no animals can wander on to the construction site. Again, 'emergency gates' should be incorporated to the fence.
- h. New waterlines and troughs for the supply of water to the remaining farm area will have to be laid out and buried professionally, so the running of the farm is not compromised.
- i. By looking at the plans, it is highly likely, that the existing artesian bore will be either lost or will have to be relocated. In any case, NZTA will have to employ geological specialist to investigate the site, so it can be assured, that by disturbing the adjoining land area, no adverse harm will be done to the water quality of the existing or new bore. Adding to this, NZTA will also have to assure, that groundwater supply will not be compromised with the

nearby land disturbances, so the prospect of utilising the artesian bore for future enterprises is not adversely affected. The relocating of the existing power lines to service the bore is also necessary.

- j. Further, a written assurance from NZTA will be required, to guarantee that during construction and after the completion of the motorway, pollution from traffic is not being washed off and allowed to mix with the ground water reservoir, wetlands, streams and rivers, either due to heavy rain or traffic accidents, that could jeopardise present and future water takings through the artesian bore.
- k. An adequate link in form of a bridge or underpass between the remaining parcels of land will need to be build in order to make sure the movement of the stock, vehicles and machinery, the providing of water, electricity and access in general is not being compromised.
- l. During construction time, according to NZTA this is going to be in the vicinity of four to five years, NZTA will have to put measures in place to reduce the extreme dust and noise pollution that will undoubtedly affect occupants in the house and shearer's quarter. Dust producing activities should be subjected to regular drowsing by water tanker. Noise reducing insulation, upgrading of the windows to noise reducing standard and other means of reducing the excess noise the building project will create, will have to be installed to the existing buildings. A filtering system for both dwellings is required to ensure the water quality for drinking and household water is not jeopardised, so health risks to the occupants due to possibly contaminated drinking water, by dust from construction work, deposited on the roof of the buildings, can be eliminated. An airconditioning unit will have to be installed in both dwellings so the windows can be closed during hot windy days in order to keep the dust outside. There will have to be a financial compensation for the extra cost of running those additional appliances. Monthly house and window washings should be carried out during the construction.
- m. After further examination of the latest plans for the proposed motorway, it is noticed that a large area of hill adjacent to the southern boundary of our land and parts of our farm will be rock blasted. NZTA will have to make sure, the groundwater, protected wetlands, established trees, streams, buildings and farm animals will not be damaged by either falling debris or shock tremors. Further, we seek written assurance, that any damages to the above mentioned, including the buildings (shifting of foundations, cracks, etc.) due to the rock blasting's, will be repaired and adequately compensated.
- n. I keep horses on the property, for stock work and recreational activities. Horses in particular are extremely sensitive when it comes to sudden blasts and consequently tremors in the vicinity of the surrounding area. I am most concerned that my horses could harm or worst scenario, get killed accidentally when the explosions are being carried out. NZTA will have to relocate the horses and probably most likely all of the farm animals, during this period, to a location that is well out of visual and aural reach of the animals, so that the animals safety is not being compromised. Most likely, it will be appropriate, that during the heavy blasting period a temporary living accommodation for the occupants would need to be supplied, too.

- o. As described in point 13, the closeness of dwellings to the proposed construction, proves this will exacerbate the noise, air and visual pollution to the occupants. Not only should insulation, in form of double glazing, black-out curtains, noise insulation to the buildings, air filtering systems to the dwellings, etc. as well as mass screen planting be provided by NZTA, to ameliorate the situation. Further, a noise reducing road surface as well as a noise barrier in form of a wall should be applied in the vicinity to the buildings, in order to reduce traffic noise.
- p. In case my tenant decides to vacate the place, due to the proposed construction of the motorway or during the building project and the on-going disruptions associated with noise, air and visual pollutions, despite of NZTA providing noise reducing measures to the house, I will be seeking financial compensation for the loss of income. Adding to this scenario, financial compensation for the loss of a trusted person who had been looking after the farm and animals for many years, on an arranged basis, is required . An alternative person will have to be hired to fill this position, which will cause us extra expenses.
- q. Wyllie Road is currently a narrow unsealed road that will be subjected to approximately 320 to 720 vehicle movements per day during the construction (Refer NZTA's drawings CT-101 and CT-102). I suggest to the Board of Inquiry to add to the conditions of granting the proposed building project, to tar seal Wyllie Road as a minimum to the point where construction vehicles will be using Wyllie Road.
- r. The construction and associated traffic should be limited to normal working hours 7am to 6pm, Monday to Friday only. Weekend (Saturday, Sunday) as well as public holidays should be kept free, so nearby occupants can somewhat recuperate from the noise and dust. We strongly suggest to the Board of Inquiry to require those time and day limits to be included as conditions in the Outline Plan of Works and Construction Noise and Vibration Management Plan (CNVMP).

C) If NZTA is to acquire the eastern (bottom) and middle part of the 50 acre property for the construction of the proposed motorway, the following measures ought to be put in place in order to ensure the smooth running of the remaining farm parcel is secured environmentally and we are adequately financially compensated for the lost opportunity in earnings:

- a. A new artesian bore site will have to be found on the remaining parcel, installed and housed before construction of the motorway starts, so the remaining land area can be supplied with water to the farm animals, as well as the dwellings. The power lines will have to be relocated. The small hay barn/shelter barn next to the bore site, will have to either be moved, or replaced with a new building. We are seeking assurance, that the water quality of the new bore site will not be inferior to the existing one. If such an assurance cannot be given due to the lack of clean, drinkable ground water in the new area, alternative solutions will have to be found and financial compensation for the loss of future enterprises will be required.
- b. All points mentioned under paragraph 15. A) a)b)c)d)e) B) a)b)c)d)e)f)g)h)i)j)l)m)n)o)p)q)r) should be applied.

16. Summary: The fact remains, should the Board of Inquiry approve NZTA's application for the construction of the proposed Ara Tuhono Puhoi to Wellsford Road of National Significance (RoNS) Puhoi to Warkworth section in its current state, we will lose our bucolic surroundings, we had created and enhanced over the last 17 years. Further, the economical and financial value the land has provided us in conjunction with our farming operation, will be severely diminished and will cause us major financial and socio-economical harm. Added to this, the potential we as the landowners hold over the land, is going to be taken away. This proposed construction and the prospect of living less than 120 meters away from the motorway, will literally destroy all those future plans. It will not only harm us financially, most likely it will add risk to our general health and wellbeing, too. I would like to add that the detrimental effects to the environment itself will be of great significance. The partial take of our land would mean the western part would be too small to farm and the eastern part would be land-locked except for a suggested access track/bridge and possibly also too small to be farmed on its own, to be financially viable. It appears, the remaining parcels of land would only be lifestyle blocks rather than fully productive farmland. Therefore I propose for the Board of Inquiry to consider that the designation may need to cover all of our property, even so, the Board may not find it relevant to the decisions they are making on the alignment and condition of the designation. NZTA would have to assure, we as the landowners and occupants alike are being compensated in accordance with the Public Works Act, for the insurmountable, injurious effects that are forced upon us by this proposal.

Yours sincerely,

Ewald Thaller