

HEARING SUMMARY – AMELIA LINZEY – SOCIAL

Changes, errors or corrections

1. Since preparing my evidence in chief I have noted one clarification and one correction to my evidence:
 - (a) The Perception Survey (March 2017 Qtr 1) did not extend to the Māngere Bridge area. I note the Qtr 2 survey does include those who live and/or work in the Māngere Bridge area.
 - (b) There is an 'orphan paragraph' in my evidence that should be deleted in its entirety, being paragraph 10.38

Overview of my current position (taking into account EIC, conferencing and rebuttal)

2. In the construction phase potential social effects are largely local and associated with disruption to accessibility, quality of life and quality of environment for residents and employees and users of businesses in the area potentially affected by the Project works.
3. Potential adverse social effects from construction include disruption to community cohesion and people's way of life as a result of: disruptions to mobility and accessibility with traffic disruptions, access to and use of open space and walkway linkages and the physical access constraints to some community resources (e.g. Aotea Sea Scouts building over construction). I am satisfied that there are appropriate management options to address these effects (discussed below).
4. Overall I consider the key regional and local effects are positive (ranging from moderate to significantly positive) in the operation phase. I have identified these social effects as:
 - 4.1 Positive regional benefits related to the transport and accessibility outcomes, health and sustainability and providing for growth and development in the area. I consider that the social benefits of the Project will include increased opportunity to strengthen community cohesion and connectivity, improvements to way of life for residents and engagement with the quality of environment, including the coastal environment for residents and employees.
 - 4.2 Positive local social effects identified relate to improved access to local facilities, amenity for those areas adjoining local roads that will experience reductions in traffic volumes, improved amenity and access to the foreshore, opportunities for recreational development and impacts on health and well-being of communities. The opportunities for some local social and economic opportunities, including jobs in the area during construction, is also identified as a potential positive effect. Again, these will provide positive effects for community cohesion, quality of life and to material well-being (with improved access to employment, social services and facilities).
 - 4.3 Negative local social effects identified include reduced amenity for residents in close proximity to the new road connections proposed by the facility, loss of some community service areas (e.g. minor land take from Gloucester Park), the potential displacement of jobs due to acquisition of business land and acquisition of residential housing for the small number of residential properties where complete acquisition is required.
5. Following consideration of submissions, submitter evidence and subsequent conferencing I remain of the view that the social impacts of the Project are on balance positive (contributing to the social

and economic wellbeing of a growing city). In combination with those measures proposed in the Application, having reviewed submissions and evidence I support some Conditions and changes to a number of others. In summary the following mitigation measures are proposed for the management of potential social impacts during construction:

- 5.1 The requirement to maintain key local traffic and pedestrian linkages and accessways over construction, particularly access across Princes Street (Ōtahuhu) and from Old Māngere Bridge to the Onehunga Town Centre, as routes regularly used by residents and students (CT.2) and the communication of traffic and access disruptions (provided by the Conditions CS.2 and CS.4);
- 5.2 The implementation of measures within construction works management plans e.g. in respect of construction traffic management and the management of construction works to appropriately consider impacts on the community and residents including engagement with those affected residents on possible options (particularly this relates to the amendments to conditions for construction noise management, such as Conditions CNV.2 and CNV6.A where the need for consultation with residents and businesses is identified);
- 5.3 The requirement for a communications plan and ongoing community involvement in elements of design, construction planning and construction implementation (including community and business liaison forums) (CS.2, CS.3 and CS.4). In addition, following matters raised in proceedings to date, I support further amendment to these conditions, to clearly identify who would be involved in the Business Forums (Condition CS.4) and in the use of open days, information days or other community interaction as part of the Communications Plan (Condition CS.1);
- 5.4 Relocation of the Aotea Sea Scouts activity for the duration of construction works at Neilson Street – noting that this has effectively been subsumed in a more comprehensive Agreement with the Aotea Sea Scouts to address their concerns. But also more recent amendments to Conditions (e.g. LV.5A) regarding the opportunities for ongoing use of the Aotea Sea Scouts building to provide opportunities for its continued community use);
- 5.5 The suite of conditions relating to recreation and open space (ROS.1 through to ROS.7) which provide for:
 - (a) early establishment of open space on the southern side of Waikaraka Park to provide replacement open space for walkways and foreshore areas disrupted by construction works; and
 - (b) Reinstatement of open space areas, including investment in the planned development of Waikaraka Park South, to restore opportunities for open space activity after construction. In addition to the conditions progressed (and presented in the evidence of Ms Hopkins) I have further reviewed the rebuttal evidence of Ms Hannan in respect of the deferment of planned works at Waikaraka Park South. On the basis of the issues raised in her evidence, I would support inclusion of a condition for the Reinstatement Plan for Waikaraka Park South (ROS.6). The purpose of the Condition would be to require the NZ Transport Agency to fund the budgeted works for the Waikaraka Park South development (from those funds deferred

from Council's Annual Plan), so that the deferred funds can (in the meantime) be used in the local area to provide for the shortfall in open space facilities. I understand that discussions with Council will be undertaken prior to presenting the wording of this Condition amendment;

- (c) Provision of parking to provide access to walkway linkages (again providing longer term benefits for the use of these facilities), including parking at Gloucester Park, Waikaraka Park, and Hugo Johnstone Drive.

6. As a minor clarification, in response to the submission of Mr Burns on behalf of The Onehunga Enhancement Society, I have reviewed Special Housing Areas and confirm that none are located in area in Industrial Zoned areas of the City (with F-A-B-R-I-C being in a Mixed Use zone).