

**Submission 126275**

This submission relates specifically to the impact the EWL connection proposal will have on 2 Onehunga Harbour Road and the Neilson Street off-ramp.

2 Onehunga Harbour Road is a small community of 24 homes, - 24 family units. A real mix of ages reside here – young, school age, employed, semi-retired and retired, business owners, commuters, owners and renters. While the construction occurs we need to be able to continue our daily routine. This will not be possible without disruption.

Given that the EWL project is expected to finish in approximately 10 years' time, our concerns primarily relate to the short-term (between now and the completion date of the EWL project) detrimental impacts that have not been otherwise addressed and acknowledged by NZTA. As residents in the area, the long and onerous road towards the completion of this project, particularly during construction is a going concern.

We request a Construction Management Plan to be completed, outlining that any noise associated with construction is limited to certain hours of the day, ensuring that the day-to-day residential activities are not adversely disrupted. It is also requested that this Construction Management Plan addresses any air pollution during and after the construction and how this will be mitigated. Effects on the social and recreational environment will disrupt day-to-day activities. We are also asking that NZTA provide funding for the buildings to be retrofitted with double/triple glazing on windows to screen out the noise from the EWL construction works.

We require NZTA to complete a survey of the buildings in regard to vibration effects prior to any works commencing for the EWL proposal. The owners have recently incurred large costs to repair cracks in the building, and would like to avoid this occurring again in the future, or during the EWL construction. Any cost incurred is expected to be met by NZTA.

We require regular up-to-date information and 3D drawings in regards to the EWL, particularly those works associated in and around 2 Onehunga Harbour Road. Currently, NZTA has not provided the owners and/or residents residing at 2 Onehunga Harbour Road with drawings which clearly articulate an understanding of the proposed changes. The Owners Committee also requests that guarantees are given of these proposed changes at the initial stage preparation, as well as guarantees that these proposed changes are followed through to the end without undergoing unexpected alterations throughout or failure to complete the project as a whole. Once the EWL is approved, NZTA has noted that there is no accountability for parts of the project not proceeding despite approval. The owners have already experienced this before with NZTA – with the current motorway/ SH20 & promise of sound barriers but none built.

Compensation is requested during construction period as a result of the potential loss of tenancy and deteriorating value of accommodation due the detrimental effects of traffic, noise, air, dust, vibration and visual pollution from the EWL works.

Compensation is requested as there is no guarantee that owners will not have to sell during construction. Attempting to market and sell well with major works directly out your door will be extremely difficult. We expect NZTA to address this matter appropriately.

**Traffic volume**

With the completion of the EWL, it is expected that a substantial increase in traffic will occur along the proposed SH20 Neilson Street interchange across to merge with traffic that is coming from south on SH20 onto the EWL. With such an increase in traffic in an area that is otherwise used for residential and recreational purposes with its green spaces and close proximity to Manukau Harbour, it is expected that there will be detrimental impacts on the surrounding amenities and environmental wellbeing of the neighbourhood thus bringing down the economic value of housing and the quality of life of its residents. With the proposal in place and the consequential effects, the area will become undesirable for accommodation or greater utilisation of green spaces as it will be in close proximity to the EWL road network which will be used frequently as a thoroughfare by motor vehicles including buses and heavy trucks.

To reduce noise from traffic, The Owners Committee requests that NZTA proposes a mitigation measure for trucks braking on SH20 and on the EWL. Furthermore, the option of erecting wall barriers around the motorway/state highway 20 in order to reduce sound travelling from vehicle movement into the neighbourhood and affecting resident sleep and wellbeing.

#### Disruption and Uncertainty

- Lack of specific data on the expected volume of traffic outside the resident building
- Lack of specific data on noise pollution as a result of substantial increases in freight carrying vehicles in front of the building, increased vehicle noise e.g. truck braking on the highway,
- Increased traffic congestion and noise in the residents' vicinity in the long term;
- Lack of specific data on air pollution

The full extent of the outcomes are unknown and this is very likely to lead to additional costs in the means of specialist assessments and infrastructure upgrades; as well as loss of amenity for the residents living at 2 Onehunga Harbour Road.

This submission therefore looks at mitigating the short term, as well as long term, effects and believes the solutions and guarantees we seek are fair and just for the extent of the proposed works in the area.

10/8/17

### Proposed driveway at 2 Onehunga Harbour Road

We believe the **proposed** driveway is **unsafe**.

\* Too close to the area under the motorway bridge [not out in the open like current driveway].

\* Driveway up into 2 Onehunga Harbour Road will be **steep** [current driveway is flat].

\* Will bring **all** traffic into the Eastern end of the car park area [at present the Eastern end is not a through-way].

There would be 100+ vehicle movements a day because the car park area services the following:

\* The Landing Hotel – large delivery trucks, vans, customers' cars.

\* **24** houses.

\* The Airport Harbour View Motel – overflow of patrons' cars and truckies' trucks.

\* Members of the public wanting to explore foreshore walkways and cycleways etc.

### **The existing position of the driveway is good because:**

\* It is in the open with good visibility.

\* Vehicles from **16** of the **24** houses do not need to go into the Eastern end of the car park.

\* Delivery vehicles for The Landing Hotel do not need to go through the Eastern end of the car park.

\* The car park area is relatively safe for people using it because there is no **"through traffic"**.

The proposed driveway will make **all** the traffic come in and out of the Eastern end making the car park area **a lot more hazardous**.