

## **Māngere-Ōtāhuhu Local Board's comments to Proposed Northern Runway for Auckland International Airport**

The Māngere-Ōtāhuhu Local Board (the Board) does not have an objection to the proposed Northern Runway for Auckland International Airport. However the Board has concerns on related matters of the proposed runway as these have a bearing on local residents, workers, commuters and businesses living or operating in close proximity.

1. The Board would like that these matters be fully considered and addressed with a view to mitigate and/ or minimise risks in time. The Board asks that necessary conditions and requirements are placed on any approved designation.

### **2. Key areas of concern:**

- i. **Impact on historical, cultural and natural heritage** - The Board asks for timely consultation with Manawhenua and provision for compensation to mitigate any damage or loss to the area and its communities. In close proximity is the Pūkaki marae, off Massey Road, situated near the crater-edge named Te Pukaki Tapu o Poutukeka.
- ii. **Environmental impacts of noise, dust, pollution, interruptions and disturbances:**  
Noting that construction work will be over a long period of time, the Board has concerns about the impact on surrounding small business operators and residents with issues of dust/ pollution, noise, interruption and disturbance. Regular and ongoing communication with local businesses, community organisations, schools and residents will be critical during the construction period. The Board asks that conditions be put in place for measuring any environmental impact of pollution.

The time between 9 p.m. to 6 a.m. is critical to manage concerns of noise. The Board recommends that the actual noise during the periods of daily use is made subject to ongoing monitoring, and any excessive noise avoided or mitigated. This monitoring should take place independently of any monitoring of the 24-hour average noise predictions presented by the airport company.

- iii. **Role and budget scope of Auckland Airport Community Trust:** The Board recommends that the terms of reference of the Aircraft Noise Community Consultative Group (set up under previous airport designations) are extended to include all issues arising from the second runway. It needs to be reviewed to ensure that it reflects ongoing costs to the community imposed by airport effects. AAC Trust was established in 2003 as a condition of the Environment Court following approval for the second runway. Airport funding for the trust was set at \$250,000 in 2003 and had increased with inflation to \$257,500 in 2017. Building material and labour costs (for noise insulation) have outstripped general inflation since 2003, and a review of the quantum is timely. Also, the proposed alignment and use of the second runway have changed since 2003, which might change the community impacts. Any additional funding needed should be required as a condition of this designation.
- iv. **Transport, traffic, congestion and safety:** The Board asks that priority is given to coordinated management of traffic and congestion with key stakeholders like Auckland Transport and New Zealand Transport Authority to mitigate and minimise issues arising. Safety on roads will be crucial before and during construction. Currently communities are faced with challenges in movements around Westney Road and such issues are likely to multiply when construction starts.