

Mangere-Otahuhu Local Board OPEN MINUTES

Minutes of a meeting of the Mangere-Otahuhu Local Board held in the Mangere-Otahuhu Local Board Office, Shop 17B, 93 Bader Drive, Mangere on Wednesday, 29 January 2014 at 5.00pm.

PRESENT

Chairperson	Lydia Sosene
Deputy Chairperson	Carrol Elliott, JP
Members	Nick Bakulich
	Tafafuna'i Tasi Lauese, JP
	Christine O'Brien
	Leau Peter Skelton
	Walter Togiamua

APOLOGIES

Cr Alf Filipaina
Cr Arthur Anae

1 Welcome

Leau Peter Skelton led the meeting in prayer.

2 Apologies

Secretarial Note: Cr Alf Filipaina and Cr Arthur Anae tabled their apologies for absence. There were no apologies.

3 Declaration of Interest

There were no declarations of interest.

4 Confirmation of Minutes

Resolution number MO/2014/1

MOVED by Chairperson L Sosene, seconded by Deputy Chairperson CM Elliott:

That the Mangere-Otahuhu Local Board confirm the ordinary minutes of its meeting, held on Wednesday, 11 December 2013, as a true and correct record.

CARRIED

5 Leave of Absence

There were no leaves of absence.

6 Acknowledgements

The Chair acknowledged the Living Wage Event on Saturday 25 January 2014 and thanked the Board for their support.

7 Petitions

There were no petitions.

8 Deputations

8.1 Deputation - Project Microcar

The documents tabled under this item can be found attached to the back of the minutes.

Resolution number MO/2014/2

MOVED by Chairperson L Sosene, seconded by Member NL Bakulich:

That the Mangere-Otahuhu Local Board thanks Toa Greening for his attendance and presentation.

CARRIED

9 Public Forum

9.1 Mangere Arts Centre - Public Programming

Resolution number MO/2014/3

MOVED by Member CF O'Brien, seconded by Member TF Lauese:

That the Mangere-Otahuhu Local Board:

- a) **Thanks Ema Tavola for her attendance and presentation.**
- b) **Refer public forum concerns about the Mangere Arts Centre to the Manager of Arts, for consideration and report-back to the Board.**

CARRIED

9.2 Mangere Centre Park Sports Association

The documents tabled under this item can be found attached to the back of the minutes.

Resolution number MO/2014/4

MOVED by Member NL Bakulich, seconded by Member TF Lauese:

That the Mangere-Otahuhu Local Board thank Noel Robinson for his attendance and presentation.

CARRIED

10 Extraordinary Business

10.1 Hearing dates for the Mangere-Otahuhu Local Board Hearings for the Annual Plan 2014/2015

Resolution number MO/2014/5

MOVED by Deputy Chairperson CM Elliott, seconded by Member TW Togiama:

- a) **That an extraordinary item of business relating to hearing dates for the Mangere-Otahuhu Local Board Hearings for the Annual Plan 2014/2015 be considered at agenda item 19.**
- a) **That this item needs to be considered before the next meeting of the Mangere-Otahuhu Local Board because the hearing dates need to be publicly advertised.**

CARRIED

11 Notices of Motion

There were no notices of motion.

12 Manukau Ward Councillors Update

Secretarial Note: The Chair read a verbal update from Cr Alf Filipaina regarding Mangere Mountain.

There were no councillors present.

13 Auckland Transport Monthly Update Report - January 2014

Member TF Lauese left the meeting at 6.14pm.

Resolution number MO/2014/6

MOVED by Deputy Chairperson CM Elliott, seconded by Member NL Bakulich:

That the Mangere-Otahuhu Local Board:

- a) **Receives the Auckland Transport Monthly Report – January 2014.**
- b) **Requests that Auckland Transport facilitates on-going, meaningful engagement and communication on East-West transportation improvements and other priority transport matters with this local board.**

CARRIED

14 Proposed Auckland Unitary Plan Submission - Local Board Input

Member TF Lauese returned to the meeting at 6.16pm.

Resolution number MO/2014/7

MOVED by Member CF O'Brien, seconded by Member TW Togiamua:

That the Mangere-Otahuhu Local Board:

- a) **Approves Attachment A as the board's written input to the Auckland Council submission on the Proposed Auckland Unitary Plan (PAUP).**
- b) **Requests that officers seek confirmation from the chair of the hearings panel that local boards will have the opportunity to speak to the panel about issues relevant to the local board area.**
- c) **Delegates to the chairperson the authority to clarify the content of this input and any other matters requested by the governing body and / or the independent Hearings Panel.**
- d) **Approves the PAUP provision numbers, where applicable, are to be included in the specific points noted in Attachment A.**

CARRIED

15 Auckland Plan Annual Implementation Update 2013/2014

Resolution number MO/2014/8

MOVED by Deputy Chairperson CM Elliott, seconded by Member TW Togiamua:

That the Mangere-Otahuhu Local Board receives the Auckland Plan Annual Implementation Update 2013/2014 report.

CARRIED

16 Professional Development for Local Board Planning Portfolio Holders or Alternates: Making Good Decisions - Foundation Training Course

Resolution number MO/2014/9

MOVED by Member TF Lauese, seconded by Member TW Togiamua:

That the Mangere-Otahuhu Local Board:

- a) **Approve the attendance by portfolio lead for 'Planning; Regulatory, Bylaws and Compliance', Lydia Sosene and alternate board member, Carrol Elliot, in the Making Good Decisions - Foundation training course in Auckland in 2014.**
- b) **Approve \$1,906.09 from the elected member professional development budget to meet course charges for Lydia Sosene, Chair and portfolio lead.**
- c) **Approve \$1,906.09 from the local board budget to meet course charges for second attendee, Carrol Elliot, Deputy Chair and alternate portfolio holder.**

CARRIED

17 Mangere-Otahuhu Local Board Workshop Notes

Resolution number MO/2014/10

MOVED by Member CF O'Brien, seconded by Deputy Chairperson CM Elliott:

That the Mangere-Otahuhu Local Board workshop notes from workshop held on 4 December 2013 be received.

CARRIED

18 Chairpersons Announcements

- All Tide Boat Ramp upcoming opening.

19 Consideration of Extraordinary Items

19.1 Hearing dates for the Mangere-Otahuhu Local Board Hearings for the Annual Plan 2014/2015

Resolution number MO/2014/11

MOVED by Member NL Bakulich, seconded by Member TW Togiamua:

That the Mangere-Otahuhu Local:

- a) Approves the Mangere-Otahuhu Local Board Annual Plan hearings take place on Monday, 17 March 2014 at 9am in the Mangere-Otahuhu Local Board Office meeting room, Shop 17, 93 Bader Drive, Mangere, with an overflow date of Thursday, 20 March 2014 at 9am.
- b) Approves the Mangere-Otahuhu Local Annual Plan deliberations workshop take place on Thursday, 3 April 2014 at 3.00pm in the Mangere-Otahuhu Local Board Office meeting room, Shop 17, 93 Bader Drive, Mangere.
- c) Approves the Mangere-Otahuhu Local Board deliberates on the Annual Plan submissions at the ordinary monthly business meeting being held on Wednesday, 16 April 2014 at 5.00pm in the Mangere-Otahuhu Local Board Office meeting room, Shop 17, 93 Bader Drive, Mangere.
- d) Approves the Mangere-Otahuhu Local Board adopts its Local Board Agreement at the ordinary monthly business meeting being held on Wednesday, 18 June 2014 at 5.00pm in the Mangere-Otahuhu Local Board Office meeting room, Shop 17, 93 Bader Drive, Mangere.

CARRIED

6.33pm

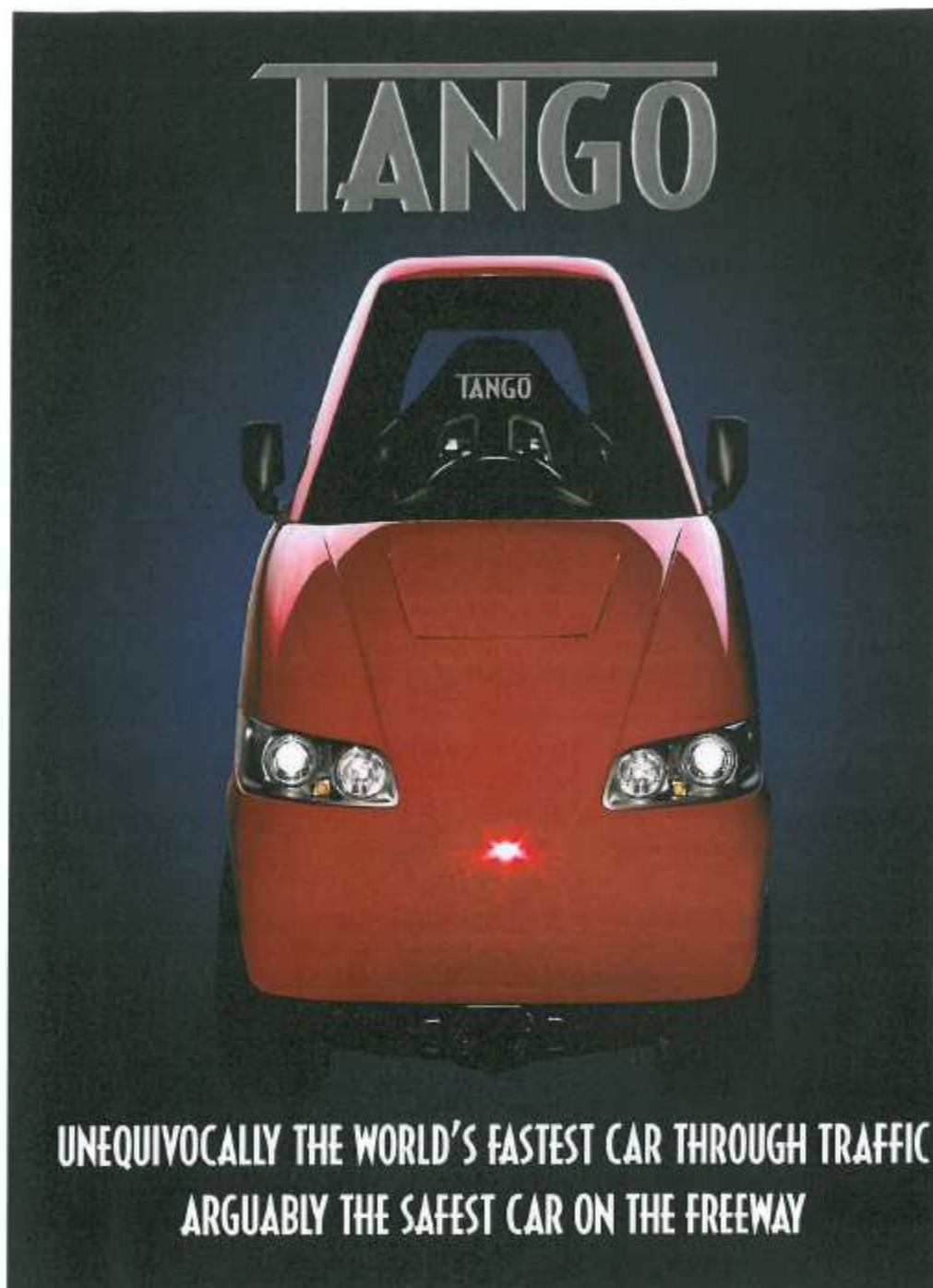
The Chairperson thanked Members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AS A TRUE AND CORRECT RECORD
AT A MEETING OF THE MANGERE-OTAHUHU
LOCAL BOARD HELD ON

DATE:.....

CHAIRPERSON:.....

Item 8.1



TANGO

- **UNEQUIVOCALLY THE WORLD'S FASTEST CAR THROUGH TRAFFIC**
- One of the fastest street cars at the drag strip (Zero to 60 in under 4 seconds: Even quicker with taller gear ratio—also achieving a sub 12-second ¼-mile)
- Fastest car through “Moose Test” as documented by Consumer Reports during the Automotive X-Prize emergency-avoidance maneuver
- Integrated, FIA-certified racecar roll cage designed for 200 mph crashes
- Over 4 times more door protection bars than a production car or SUV
- 4-point jet pilot’s harnesses for front and rear seats (similar to race car harnesses, but easier to get into.)
- The Tango weighs 3,300 lbs, about the same as a NASCAR car, and the same weight as a Subaru Outback.
- With 2,000 lbs under the floor, it has a NHTSA-defined 5-star rollover threshold of 56° (Tango’s half-width is 1.5 times the height of the center of mass, “CG”)
- **ARGUABLY THE SAFEST CAR ON THE FREEWAY OF ANY CAR EVER BUILT** (learn why in paragraphs below)
- HOV lane access with a single occupant in some states
- Parks in as little as ¼ of a parallel parking space
- Fits two 6'6" tall adults comfortably
- Progressive Automotive X-Prize finalist
- At only 87 MPGe according to X-Prize regulations, not the most fuel efficient car in the contest. However, the electricity to charge is ⅓ the cost per mile of gasoline, figuring \$.10 a kilowatt hour, gasoline at \$3.00 a gallon and comparing with a gasoline car at 25 MPG—that equates to a 150 MPG equivalent.
- Carbon fiber exterior panels
- **THE TANGO HAS BEEN DESIGNED TO BE THE FASTEST, SAFEST, MOST CONVENIENT CAR IN EXISTENCE FOR ROUGHLY 90% OF ALL URBAN TRIPS**
- Currently available as an easily-assembled kit

These may sound like bold claims, but as you familiarize yourself with the Tango, you’ll find them easily defended. The following pages do just that.

IMAGINE A WORLD WITHOUT TRAFFIC AND PARKING CONGESTION

This is a distinct possibility for the future with the advent of the Tango, which does a better job than any other form of transportation for about 90% of all urban trips. The Tango can fit in a 6-foot half-lane with more clearance than a truck has in a full 12-foot freeway lane. This virtual doubling of lane capacity can make the traffic jam a fading memory.

It all starts here. Like Apple and Microsoft, every revolution starts out small, but factors of usefulness cause certain products to reach a tipping point and go viral. The tipping point for the ultra-narrow vehicle will be the advent of lanes split in half—a natural government decision once enough people are driving narrow vehicles. Then, people will have a choice between driving at 70 mph in a narrow lane or sitting in traffic in the wide lane. Gradually traffic jams will become a thing of the past, just as emission controls have made Los Angeles air breathable again.

USING THE RIGHT TOOL FOR THE JOB

Just as one chooses the proper hammer to do a particular job, now one can choose the right vehicle for the job to be done. It is unlikely that one would choose a sledge hammer to pound a finish nail, so why use a 4-person car when a narrow commuter vehicle is available to make commuting and errand-running so much faster, safer, easier and more fun. By the same token, one would not choose a claw hammer to drive a railroad spike—nor would an electric semi

The Tango is 3.5-inches narrower than a BMW KT1200LT and 5-inches narrower than a Honda Gold Wing. At 3,300 lbs., it is nearly 4 times heavier than the BMW.



truck make sense, as it would have to charge every hour on a trip across the country. Electric power does commuting better than gasoline. It doesn't do well for long trips. Now, over 300 miles on a charge is possible with a Tango with very expensive Lithium cells, however the Tango can be customized for the perfect sized battery pack for one's particular usage. It can also be upgraded very easily any time in the future. The battery box is modular and easy to swap.

BEAT TRAFFIC

The Tango's ability to maneuver through traffic is second to none. Like a motorcycle, it can change lanes to gain advantage in traffic better than any car in history. Unlike a motorcycle, it is safe, dry, climate controlled, and can securely carry a reasonable amount of cargo.

Where lane splitting is permitted (i.e., driving between lanes of stopped or slow-moving traffic), such as California, Europe, and Asia, the advantage can be staggering. In extremely heavy traffic, a Tango or motorcycle can travel in 20 seconds the distance that a car travels in 20 minutes.



Every crowded parking area has spaces perfect for Tangos and motorcycles.

PARKING

A Tango can park perpendicular to the curb, in left-over spaces between cars or driveways, next to buildings, or in unused corners of parking lots—in thousands of heretofore-unusable parking spaces.

STABILITY

With 2,000 lbs. (mostly batteries) under the floor, the Tango's static rollover threshold is equivalent to a 5-star NHTSA rating, placing it in company with the lowest slung sports cars.



ACCELERATION AND TOP SPEED

With over 1,000 ft-lbs. of torque, the Tango can accelerate from zero to over 130 mph in one gear. Without needing an energy-robbing transmission or differential, it accelerates from zero to 60 mph in under 4 seconds and finishes the standing ¼ mile in under 12 seconds at over 100 mph.

ECONOMIC JUSTIFICATION

If an executive who earns \$200,000 per year (or about \$100 per hour) saves 20 minutes each way to work and back by lane-splitting, filtering, and parking, that's a savings of \$1,400 per month. Monthly parking fees in San Francisco are typically \$250 for a car, or \$50 for a motorcycle, giving a \$200 monthly advantage to the Tango driver in these circumstances. The combined savings of \$1,600 per month would pay for the \$150,000 T600 carbon fiber Tango in under 8 years. What else could you drive that would pay back the purchase price?

IT ONLY WORKS FOR 90% OF YOUR TRIPS

The Tango was not designed to replace the family car. It was designed to add a transportation option that gives speed and convenience never available before. According to the US Bureau of Transportation Statistics, of 140-million



Burnout is the equivalent to 5th gear—the only gear it has. Can do this even with full gearing with a rollout of 175 mph.

Each of the two motors have more torque starting at zero rpm than a Viper V-10 at peak. They are series-wound DC motors, the same kind that freight train locomotives have been using for a century. Reliability is obviously a strong trait, probably good for millions of miles.



workers in the U.S., 106-million are single occupant drivers (with 4 empty seats). Roughly 90% of all automobile trips have a single occupant, and the average round-trip commute is 20 miles. The Tango, depending on battery selection, can go from 40 to over 300 miles of freeway driving on a single charge. Driving a traditional car to work instead of a Tango is like driving a motor home across town to run an errand.

CONVENIENCE, RANGE, AND CHARGING

Would it be easier to fill your cell phone with gasoline every few days—or just plug it in every night? It's the same for the Tango. With a standard charger using 220 volts and 40 amps from a dryer or stove outlet, you can drive about 25 miles for every hour of charging. With dual chargers 50 miles. With the largest pack, 300 miles would take 12 hours, or 6 hours respectively. With a 110-volt outlet, you can drive about 5 miles per hour of charging. Where fast charging is available, 125 miles per hour of charging is possible.

Virtually maintenance-free, the Tango has no oil change or tune-up requirements to consume your time and money.

The Tango has front and rear trailer hitch receivers that can be used to push or pull a plane in and out of a hangar, tow a generator trailer for extended range and additional storage, or allow the Tango to be towed by a car or motor home.

ECONOMY

The average commute uses just 4 kWh. That's the same amount of electricity used to power a 1,500-watt portable heater for 2 hours and 40 minutes. Thus, at \$.10 per kWh and gasoline at \$3.00 per gallon, the equivalent fuel efficiency of the Tango exceeds 150 mpg, or \$.02 per mile.

Battery replacement is the largest recurring cost for an electric car. We can help you to choose a battery pack that will be priced competitively with the cost of gasoline.



Two Tangos fitting easily in a single lane • massive side impact protection • perpendicular parking • comes in all colors—any color you'd like • steep approach and departure angles and a 10-gauge stainless steel bottom "skid plate", makes offroad surprisingly easy despite its low ground clearance • With two motors delivering over 1,000 ft lbs of torque, can smoke the tires even with slicks, and in the same gear that redlines at 172 mph • Same kind of motors used by freight trains can even run under water • great fun on windy roads • in the mountains • in the snow • or as a wedding coach

SAFETY

The Tango's racecar-style roll cage design, its 4-point harnesses, its low center of gravity, and a weight comparable to a midsize sedan combine to make the Tango extremely safe.

Avoiding a semi coming into your lane, uninvited has never been easier. You can accelerate or brake, while moving out of the way better than any other vehicle. Even a motorcycle cannot react as quickly. Avoid head-on collisions like no other car in history.

Because of the extreme density of the Tango, an unprecedented weight-to-profile ratio, it is virtually impervious to the wind.

If you are unfortunate enough to get into a crash, why not enjoy the safety that race car drivers use to survive 200 mph crashes, as regularly happen in NASCAR. The only difference, in essence, between the cage in a NASCAR stock car and a Tango is that with the Tango you don't have to climb in the window.

Side protection is more than 4 times that of a typical SUV. (see door bars photo above left)

Chrome-moly FIA-certified race car roll cage and 10-gauge stainless steel make up the chassis (right)

Four-point pilot's harnesses on both front and rear seats with inertia reels are similar to those used in racing, but easy to get into. (below)



SPECIFICATIONS

Length:	8-ft 6-in	(2.59 m)
Width:	39-inches	(0.99 m)
Height:	61-inches	(1.55 m)
Weight:	3,326 lbs.	(1,512 kg)
Body:	Carbon fiber	
Roll Cage:	Chrome moly steel	
Chassis:	Stainless steel	
HVAC:	12,000 BTU A/C; 3,000 Watts heat	
Performance:	0-60 mph <4 seconds; ¼-mile <12 seconds	

*Specifications subject to change. Some depend on battery selection.
See www.commutercars.com for more details.*

ENERGY INDEPENDENCE

The electricity to charge a Tango would almost never be dependent on oil, foreign or domestic, as power plants rarely use oil. If 50-million of the 106-million single-occupant commuters in the U.S. drove Tangos, over \$50-billion in oil at retail would be replaced by \$7.3 billion of electricity at retail—a savings of over one billion barrels of oil per year. For assumptions, see chart on our web page under downloads.

AVAILABILITY

The Tango is available world wide. Commuter Cars is presently taking orders for kit cars to be delivered within six months. These cars will require less than 8 hours of easy assembly. Please check your state's or country's laws regarding registering kit cars for the road. Typically, it involves a simple inspection and the installation of a vehicle identification number. You would then show your receipts, pay tax and registration fees, and receive a title. For more information on availability, schedules, and deposit information, please check our website: www.commutercars.com.

WHY BUY NOW INSTEAD OF WAITING FOR LESS EXPENSIVE MODELS?

The Tango T600 sells for \$150,000 plus or minus \$30,000 depending on battery selection. The few that can afford to purchase the current model are the innovators, as defined by Geoffrey Moore in *Crossing the Chasm*. Innovators have insight into the future based on observation and logic and want to

contribute to it. They do not rely on what their peers think, or history in the form of market studies or focus groups. They see a problem and recognize a solution to it. All disruptive products go through this phase before reaching the early adopters, and eventually cross the chasm to the early majority, that require their peers to have endorsed it first. When enough innovators are driving and enjoying the benefits that the Tango provides, funding will naturally become available to bring the product to the early adopters. Pricing will then be in the \$30,000 to \$50,000 range, requiring \$50-million or more in capital. The early majority will require mass produced Tangos in the \$10,000 to \$20,000 range, requiring \$billions in capital and hundreds of thousands of units per year production.

If purchasing simply for personal convenience, here are some of the issues to be considered. You may be affected by some of them:

Qualifications for the perfect T600 buyer:

1. Can afford a second car costing over \$120,000
2. Has the legal right to lanesplit, as in California, Europe, and Asia.
3. Would be comfortable lane splitting, i.e., not shy about passing others that are stuck in traffic.
4. Has the need to lanesplit, as they spend too much time stuck in traffic, and it's impractical to move closer to work.
5. Has the self-confidence to drive a car that may cause their peers to tease them, however, may also like to blow their minds with the performance.
6. Doesn't have the bravery to ride a motorbike, or needs space to carry things (a portable locker), wants protection from rain and snow; climate control, doesn't want helmet hair, or to have to don all of the protective gear.
7. Doesn't mind being constantly photographed while driving, or having crowds gather when parked.
8. Benefits from perpendicular parking, as in San Francisco where you can park between any two houses in the 4-foot space between every-other driveway.
9. Benefits from HOV lane access with a single occupant.
10. Drives less than 100 miles between charge opportunities.

COMMUTER CARS CORPORATION

715 EAST SPRAGUE AVENUE, SUITE 70

SPOKANE, WASHINGTON 99202

VOICE: (509) 624-0762

WWW.COMMUTERCARS.COM

FAX: (509) 624-1466

What is Project Microcar?

Project Microcar is a paradigm shift in public transportation

Objective 1:
Solve Traffic Congestion with the least amount of funding

Objective 2:
Solve Traffic Congestion in the least amount of time


Objective 3:
Introduce a new form of Public Transportation

How will Project Microcar solve traffic congestion?




Doubles the capacity of the motorway by moving the two most peak time car users in the right lanes into public transport, narrow, used-effective Microcar on the left lane.

What is a narrow track electric Microcar?



What is a narrow track electric Microcar?




- 0-100km/hr less than 4secs
- 45W Output 3 Seats
- 30km - ready commute
- Electricity 5/15/week
- Petrol 5/10/week
- Saves in 100kg of carbon per year
- Minimal materials required

How many Microcars are required to get traffic moving?


15,000

A Belgium motorway study concluded that a 25 percent modal shift from cars to microcars eliminated congestion entirely on a studied section of the motorway.



- 25% of Auckland's central peak time congested traffic is 15,000 full sized vehicles
- The 15,000 vehicles would be owned by a public transport PPP and leased to targeted peak time commuters as a form of public transport.

What is the total cost?



- 15,000 - \$20M = \$433M to get traffic moving across Auckland
- Compared to \$200M for the 2nd Harbour crossing to possibly get traffic moving on the northside.

How would this be funded?

Objective 1: Cost Neutral

Solve Traffic Congestion with the least amount of funding

*\$425M would be recovered over a 10 year period with revenues from the vehicle lease

*Example 1: US surveyed respondents were prepared to pay \$100 per week, 10 yrs lease revenue = \$780M

*Example 2: Offering a very low lease rate of \$55 per week, 10 yrs lease revenue = \$425M

How long will this take?

Objective 2: Four Years

Solve Traffic Congestion in the least amount of time

*Four years to locally (Auckland) assemble and deploy 15,000 vehicles

*Vehicles owned by a public transport PPP and leased to targeted solo peak time motorway commuters

*A paradigm shift in public transportation that gets traffic moving on the motorway

When can we start?



NOW – Pilot Proposal



1. Demand Generation: Marketing and Education (e.g. bottled water) – Demonstration fleet of five vehicles

2. Market Validation: Determine the types of incentives (e.g. low lease rates) for segment uptake of 15,000 vehicles

3. Business Modelling: Determine the appropriate PPP to maintain high performance in financially sustainable

*Cost: \$1M to fund the three phases, and five vehicles

*Risk: Completed in 12-18 months

*Opportunities: paneuropennetworks.com, andonnetwork, ITS

*Next: Present to Annual Plan for funding of Pilot Proposal

Questions?



Auckland's peak time traffic in the not too distant future

Item 9.2

REPORT TO MANGERE OTAHUHU LOCAL BAORD 29 JANUARY 2014.

FROM MANGERE CENTRE PARK SPORTS ASSOCIATION

Good afternoon Board Members!

This report is really in two parts.

Firstly, to acquaint you with the exciting new development of a National League Youth Football team operating out of Mangere Centre Park. This is Auckland United which to date has played three matches in the National competition with a win, draw and a loss. Two games have been played at Mangere Centre Park and drawn support far in excess of any other team in the competition. However, the task is daunting and we are still struggling for financial support. The ground and match presentation has drawn very favorable comment thus far.

I also need to acquaint you with the successful negotiation to host the Under 20 Oceania Women's Tournament, at Centre Park between 17 and 22 February – this is a Qualifying tournament for the FIFA U20 Women's World Cup.

In both instances we have worked closely with Parks – in particular Richard Radonich and appreciate their work and support.

Last weekend a tournament was hosted at the Park for Veteran's teams with teams from Sydney and Queensland as well as New Zealand. There are some minor issues arising from this which we are working through with Park's Officers.

Slightly further ahead we have the normal football season with the Mangere United Club being the major user and this year indications are that there will be an unprecedented number of teams particularly at junior and youth level. This will place great pressure on the park facilities.

Secondly, and somewhat disappointingly, we have to record a lack of any real progress in the discussions to develop the park in the future. There has only been one meeting and that was very "exploratory". It is sad to record that the unbooked use of the park is now becoming a major issue with large groups playing social activities or training on sports fields to the detriment of surfaces and any maintenance work. We have no desire to stop people use a public park, but believe this Board and others should move urgently to distinguish between prepared playing surfaces and marked fields and what are simply recreational areas.

In recent times there has been two nasty incidents involving young people where a lady was assaulted and robbed whilst watching her husband training, and another where youth were caught throwing rocks and other objects at the clubhouse. In both cases the Police attended. However, there are other cases involving forced entry to cars in the main car park which we do not have full details on. In short, we would respectfully suggest that these incidents been to be addressed possibly by discussions with community and sporting leaders and a lead taken by this Local Board.

Centre Park is a very busy location and we are developing major facilities and having major events which would be prejudiced if there is issues of personal and property safety.

Thank you.

Noel Robinson
Chairman, Mangere Centre Park Sports Association