
Annual Plan Hearings - Māngere-Ōtāhuhu

OPEN MINUTES

Minutes of a meeting of the Annual Plan Hearings - Māngere-Ōtāhuhu held in the Local Board Office Meeting Room , Shop 17, 93 Bader Drive, Mangere on Monday, 17 March 2014 at 9.00am.

PRESENT

Chairperson	Lydia Sosene
Deputy Chairperson	Carrol Elliott, JP <i>(from 9.14am)</i>
Members	Cr Arthur Anae <i>(from 9.08am)</i>
	Cr Alf Filipaina
	Tafafuna'i Tasi Lauese, JP
	Leau Peter Skelton <i>(from 9.08am)</i>
	Walter Togiamua <i>(from 9.14am)</i>

APOLOGIES

Nick Bakulich
Christine O'Brien

ALSO PRESENT

Cr Calum Penrose *(from 9.30am)*

Tafafuna'i Tasi Lauese opened meeting in prayer

1 Apologies

Resolution number APMO/2014/1

MOVED by Chairperson L Sosene, seconded by Member TF Lauese:

That the Annual Plan Hearings - Māngere-Ōtāhuhu accept the apologies from Nick Bakulich and Christine O'Brien for absence.

CARRIED

2 Declaration of Interest

There were no declarations of interest.

3 Summary of public submissions on the draft Annual Plan 2014/2015 – Māngere-Ōtāhuhu Local Board

Resolution number APMO/2014/2

MOVED by Member AM Filipaina, seconded by Member TF Lauese:

That the Annual Plan Hearings - Māngere-Ōtāhuhu:

- a) **Receive submissions on the Draft Annual Plan 2014/2015, including the Māngere-Ōtāhuhu Draft Local Board Agreement, relevant to the Māngere-Ōtāhuhu Local Board.**
- b) **Hear the relevant submissions on the Draft Annual Plan 2014/2015.**

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

- c) **Thank submitters for their verbal presentations.**
- d) **Consider any potential amendments to the Draft Annual Plan 2014/2015, including the Māngere-Ōtāhuhu Draft Local Board Agreement.**

CARRIED

The Chair invited submitters to the Annual Plan.

Mangere Bridge Residents and Ratepayers Association

1945

Bill Kirk and Brian Pilkington spoke in support of submission 1945.

The document tabled at the meeting is attached to the back of the minutes.

Secretarial note: Cr Arthur Anae and Peter Skelton entered the meeting at 9.08am. Carrol Elliott and Walter Togiamua entered the meeting at 9.14am.

Auckland Regional Migrant Services Trust 1455

Mary Dawson spoke in support of the submission.

Secretarial Note: Cr Calum Penrose entered the meeting at 9.30am.

MUMA/Manukau Outrigger Canoeing Whare Nui Trust 1947

James Papalii, Frances Smiler-Edwards and Steve Hutana spoke in support of the submission.

The presentation shown at the meeting is attached to the back of the minutes.

Mangere Bridge Progressive Business Assn Inc 1397

Carol-Anne Armitage spoke in support of the submission.

The document tabled at the meeting is attached to the back of the minutes.

Tongan Health Society Inc 842

Manu Tupou attended the hearing but did not wish to speak.

11.00pm

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 ANNUAL PLAN HEARINGS
- MĀNGERE-ŌTĀHUUHĀ HELD ON

DATE:.....

CHAIRPERSON:.....

Submitter 1945

Submitter 1945

SUBMISSION TO THE AUCKLAND UNITARY PLAN

Mangere Otahuhu Local Board

Monday 17 March 2014

Submission No 1945

By Ernest Bongard Kirk and Brian Pilkington, Mangere Bridge

Residents and ratepayers Assoc
P.O. Box 59025,
MANGERE BRIDGE.

The Mangere Bridge Residents and Ratepayers Assoc has been in existence since 1964. A very useful and productive fifty years.

The ratepayers Assoc ask that the area of deadwater , rubbish and mangroves that lie between the motorway bridge and the old Mangere Bridge causeway be reclaimed to provide a wonderful recreation area.

1945

22 February 2014

The Chief Executive Officer,

Auckland Council,

Private Bag 92300

AUCKLAND 1142

RECLAMATION OF AREA BETWEEN THE MOTORWAY BRIDGE AND THE CAUSEWAY TO THE OLD MANGERE BRIDGE.

The Mangere Bridge Residents and Ratepayers Assoc. has made a submission to the Mangere /Otahuhu Local Board asking that the board commence proceedings to get resource consent to reclaim the area between the Motorway Bridges and the causeway to the old Mangere Bridge. (Google picture attached).

We are aware that the area has a Coastal Protection zoning that was designated by the previous Auckland Regional Council. This zoning is to protect areas of significant archaeological value, such as the lava flows evident along the foreshore Kiwi Esplanade. No reclamation is allowed in that zoning. There are no areas of archaeological value in this already highly modified area. We understand that designation was placed on the area by the ARC to prevent further reclamation in that area, as the officers concerned were opposed to any reclamation, unless it was for commercial purposes. This designation can be changed at the time of seeking consent for this project.

This large project (small compared to the reclamation currently being undertaken in Onehunga Bay) falls within the responsibility of several past and present organisations, and in our view is a project the Auckland Council should undertake.

Following is a history of the area and events that have led up to this request.

Over 100 years ago when the first Mangere Bridge was built, a causeway was built out from the Mangere side to the main channel. This caused a dramatic change in the tidal flow which probably helped keep the Onehunga wharf from silting up, but had a detrimental effect on the beach that was beside Waterfront Road.

In the post world war era the Manukau County Council placed a lot of fill in the area seaward of Waterfront Rd. I understand that dredging from the Onehunga wharf was also pumped into the area. Then again in the fifties, Manukau County Council placed a huge lot of unwanted roading material into the area.

Then in the sixties Transit New Zealand reclaimed more of area for the construction of the first motorway bridge and built abutments out to the first bridge pier.

1945

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In recent years New Zealand Transport Agency has extended the reclamation when constructing the second motorway bridge.

All this has resulted in a large area of dead water not subject to the natural flow of tides.

This has resulted in the area being gradually covered in mangroves which trap large amounts of rubbish and provides a home for rats. Not a pretty sight for the many people that use the National walkway /cycle way on the east side of the causeway.

So several previous and current authorities have been responsible for the dramatic change in the shape of the Manukau Harbour on the Mangere Bridge foreshore.

The Mangere Bridge Residents and Ratepayers Assoc feel that the restoration of this area by fully reclaiming the area is not something that our local board should have to shoulder.

The total reclamation will provide wonderful opportunities for business and recreation for our ever expanding community

At the Portage Crossing celebration on Saturday 15th February with a high tide and many boats out on the harbour, Waterfront Reserve was completely full of stalls and vehicles, and there was no street parking available from Church Road to the all tide ramp

The building of the new all tide boat ramp will attract more boating and certainly requires more trailer parking that is presently available. With the imminent replacement of the old Mangere Bridge, NZTA will be looking for disposal of a huge quantity of rotten concrete. There couldn't be a better solution than using that material perhaps initially to provide trailer parking adjacent to the new ramp.

Should Watercare, a Council CCO, get to constructing the proposed tunnel from Western Springs to the Treatment plant at Mangere then here is a site where the excellent Waitemata sandstone can be placed to good effect.

We therefore request that Auckland Council give serious consideration to this request, and we await your response .

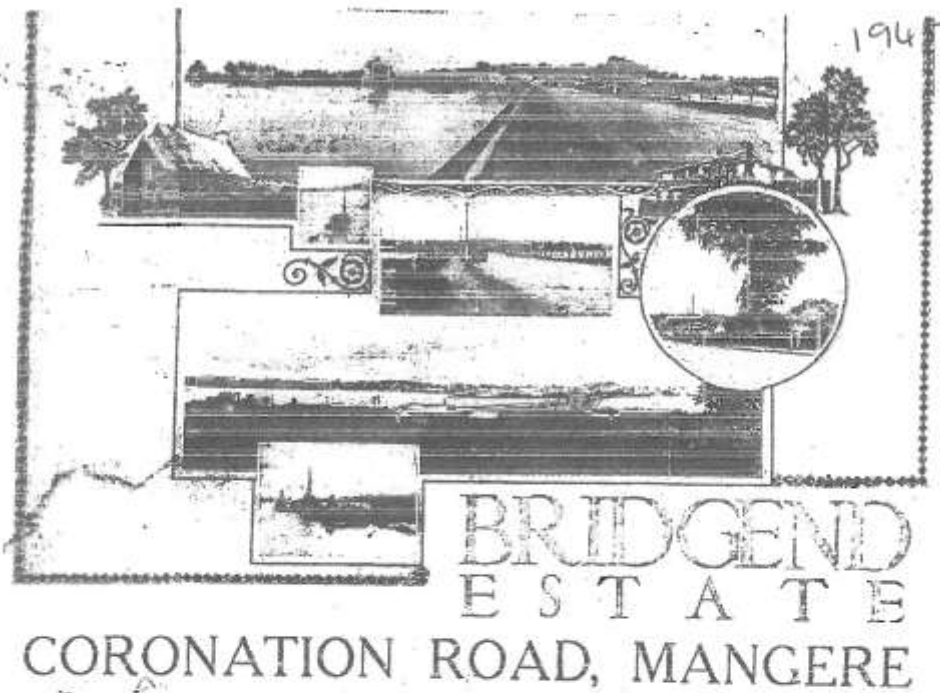
Mangere Bridge Residents and Ratepayers Assoc

Copies to:

Mayor Len Brown

Chair Mangere/Otahuhu Local Board





Eleven Ideal Waterfront Sections
FREEHOLD

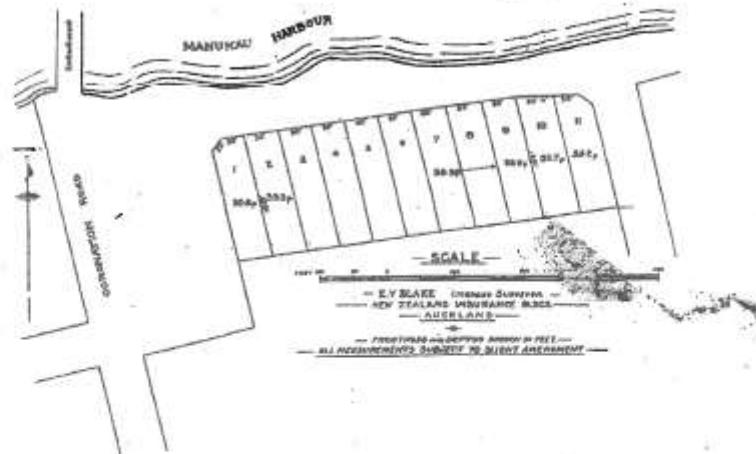
LEVEL BUILDING SITES SEMI-VOLCANIC SOIL
Excellent Bus Service—Cheap Fares Close to Good School
Electric Light, Power, and Water available
Bitumen and Concrete Roads Good Boating and Bathing Facilities

EASY TERMS: 10 per cent. deposit. 10 per cent. in 3 months.
Balance 3 years at 6 per cent.

FOR SALE BY PUBLIC AUCTION
Friday, November 19, 1926
at 12 Noon
At N.Z. Insurance Buildings, Queen Street, Auckland
C. F. BENNETT, Auctioneer

BRIDGEND ESTATE

Coronation Road, Mangere



Eleven Ideal Waterfront Sections

Healthy Position Rich Fertile Soil
 Some of the Finest in or around Mangere



EASY TERMS
 10 per cent. deposit
 10 per cent. in 3 months
 Balance 3 years at 6 per cent.

For Sale by Public Auction
 Friday, November 19, 1926
 at 12 Noon

C. F. BENNETT, Auctioneer

Submitter 1947



North East View



Raised View over site from Public walk



View under Motorway Bridge

Manukau Outrigger Canoe Club
Mangere Waka Ama Centre
Warehou Trust and MUMA



View of site from Bridge access

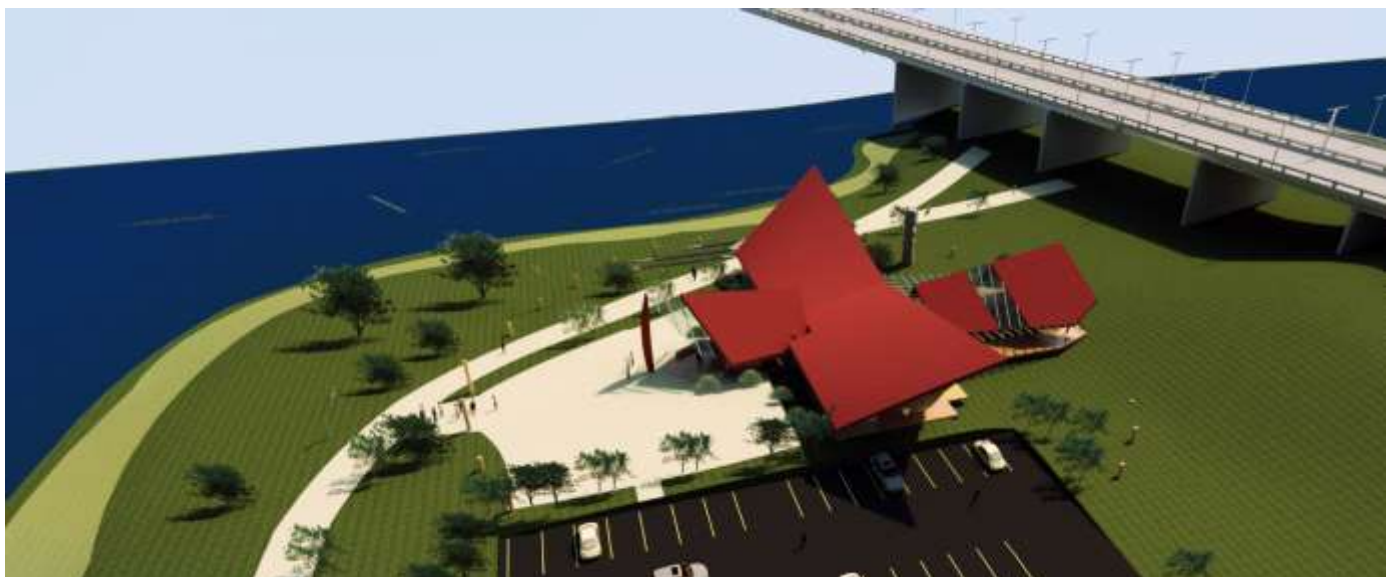


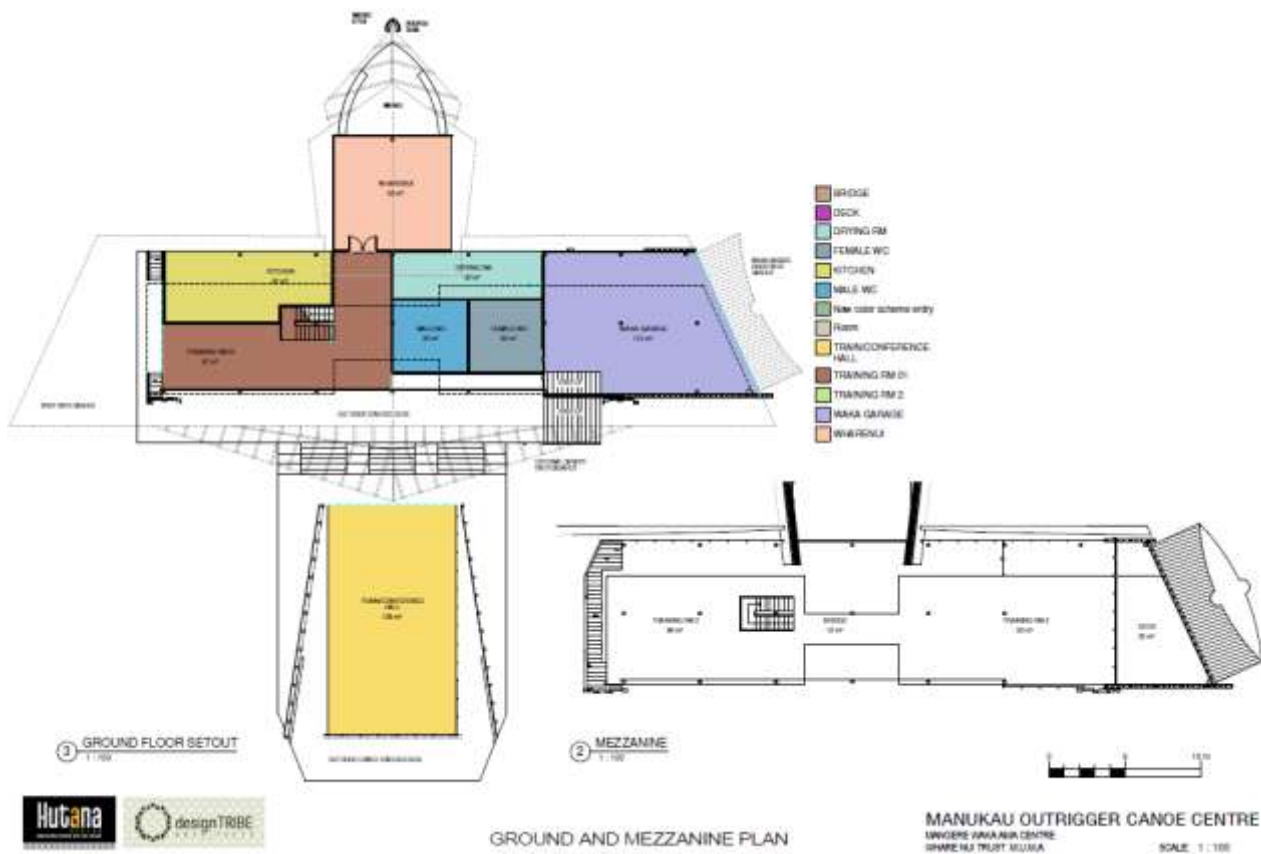
MANGERE SITE SURVEY 360 - VIEW



MASTER SITE PLAN

MANUKAU OUTRIGGER CANOE CENTRE
IWHŌRE PAKAIAKA CENTRE
SHARPE HILL TRUST SILLUVA
SCALE: 1 : 500







Submitter 1397

Submitter 1397

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**Supplementary
Submission to the Draft Annual Plan**

1. This supplementary submission is on behalf of the Mangere Bridge Progressive Business Assn Inc, Business Improvement District (BID).
2. Contact details: Carol-Anne Armitage, BID Manager, Mangere Bridge Village, c/o 43a Coronation Road, Mangere Bridge, Manukau 2022. Phone: (09) 622-1338, Mob: 027 406 4112, Email: info@mangerebridgevillage.co.nz

1. TRANSPORTATION - RAIL LINK TO THE AIRPORT:

The second Manukau Harbour crossing has been built with provision for rail to the airport. Looking forward we see it as essential to the local economic growth and development of our business district that the rail link should come via Onehunga, which is the most direct route from the city to the airport.

With planned infill housing bringing an increase of population to Mangere Bridge as part of the Unitary Plan a railway station at Mangere Bridge plus park-and-ride facilities is essential. The railway line should run along the western boundary of SH20 closest to the residential area and follow the line of the motorway as it veers west to the airport southbound or to the city northbound.

In addition, it is clear from the reports to Auckland Council by Emission: Impossible that pollution from high traffic areas has a serious detrimental effect on health and well-being. This report, which is quite alarming, also states that although the desire is to decrease the number of vehicle trips on our roads the reality is that it will continue to increase. This is only confirmed by the recent decision to use the route via Neilson Street for access to the Penrose inland depot and east which will increase diesel-fuelled freight trucks (the most serious polluters) on SH20 to the airport and south.

One of the case studies was in fact on that section of SH20 that passes Crawford Avenue in Mangere Bridge. This street has been marked as High Land Transport Noise on the Transport Overlay however the Plan fails to mention the health issues resulting from High Land Transport Pollution (**Appendix 1**). To have the proposed electrified rail link to the airport running along the western alignment of SH20 will act as a further buffer between SH20 and the high density residential zone. This zone allows for home-based businesses and other retail/commercial with high density residential above. Although our preference as stated would be to have any Mixed Use Zone adjacent to the centre, in line with *Section 5.11.1 Objectives: compact urban form*, it would act as a transition and buffer zone between the higher density infill housing area and the motorway but

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water quality is steadily improving but still not good enough to swim in, which is a great disappointment to tourists who visit the area from the local hotels and motels, or catch shell fish.

Ornithologists from all over the world visit the area to watch the many species of birds that are attracted to the harbour. Both the wading birds and the harbour in general will benefit greatly by the proposed non-indigenous mangrove management removal plan.

We support the Mangere-Otahuhu Local Board Plan and Unitary Plan for the removal the mangroves in the harbour. However the benchmark should go beyond 1996. There is significant photographic evidence available showing the harbour with no mangroves from the early 1950's. There should also be a management plan put in in place to ensure the mangroves don't regenerate.

2.32 Mangroves

Section 32 evaluation for the Proposed Auckland Unitary Plan

1.2 Resource Management Issue to be Addressed

Some of Auckland's harbours and estuaries have experienced a progressive expansion of mangroves over the past 50 years, principally in response to increased sedimentation and nitrification resulting from deforestation, rural practices and urban land development. This has resulted in previous areas of intertidal open water being colonised by mangroves. Areas remembered by Aucklanders as being open beaches, recreation areas for small boats, or providing easy vessel access are now a mix of soft mud and mangroves.

RECOMMENDATION

The benchmark date for the removal of mangroves in Manukau Harbour should be either deleted or the benchmark changed to 1964 (50 years) for removal of mangroves. They are prolific regenerators through their seed pods and if we don't remove all of them they will just continue to grow and spread necessitating ongoing removal costs to Auckland Council and Ratepayers to keep the harbour maintained.

Signed on behalf of the Mangere Bridge Progressive Business Association Inc

Carol-Anne Armitage

17 March 2014

Mangere Bridge Progressive Business Assn Inc
17 March 2014

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Proposed Auckland Unitary Plan (notified 30 September 2013)

Highland Town and Mills Subarea / Rail Line to Airport System

Rail Corridor / Airport

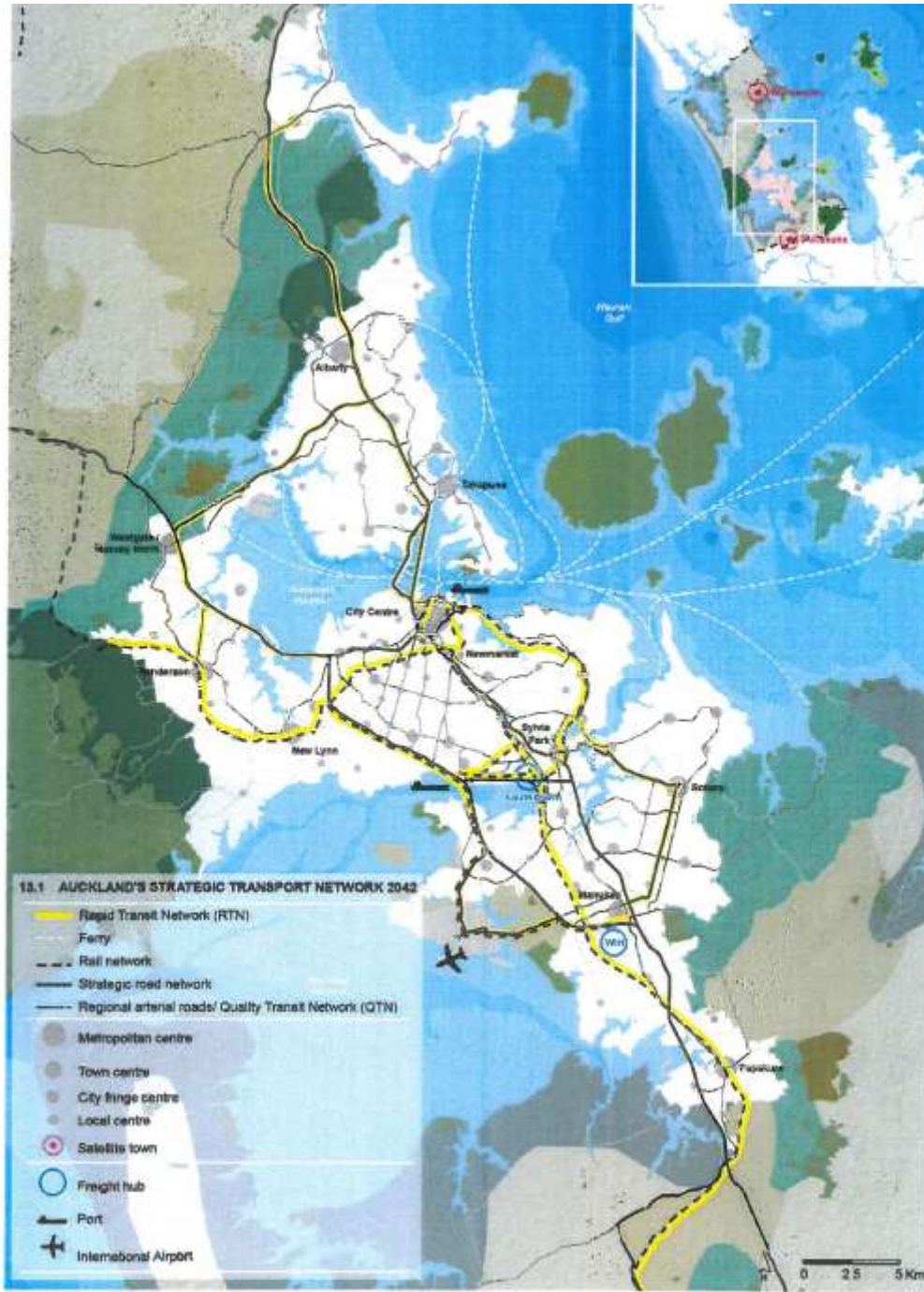
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28/02/2014



Auckland Council Unitary Plan Viewer

http://acmaps.aucklandcouncil.govt.nz/unitaryplan/flexviewer/index.html



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