

**“A well-connected area”**  
**East-West Link**  
**Submission**  
**Mangere-Otahuhu Local Board**

## **SUBMISSION**

**To Auckland Council's Governing Body regarding comments to the:  
Environmental Protection Authority on the New Zealand Transport Agency's  
applications for the East West Link**

### **Summary**

The Mangere-Otahuhu Local Board (the Board) supports the proposed East-West Link development in principle, subject to some comments on specific matters set out below.

The Board also supports the general objective of this development, such as, improved access ways and facilities between SH20 and SH1 along the northern edge of the Mangere inlet and surrounding areas, including the Princes Street junction (Sheet 6 - reference to NZTA EWL package for consents maps) for vehicles, cyclists and pedestrian safety.

The East-West Link Connection development aligns with key transport priorities set in the Mangere-Otahuhu Board Plan's outcome "A well-connected area":

- ... Improving connections in our area through safer streets, quality public transport, cycle ways and greenways.
- to live in a place that is easy to travel around... This is important to the well-being of our community... crucial to delivering our economic aims of developing tourism and growing businesses in our area.
- The linkages project complements the bus-rail interchange and will make movement between key locations easier for pedestrians and cyclists, too.

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### **Submission**

1. **Regular contact:** The importance of regular contact with the Board can only enhance this development, as it is an opportunity for the Transport Authority and Auckland Transport to gain precious insight on:
  - a. local stories, history, and designs to inform and shape the development with local influences.
  - b. Improving local acceptance of the planned development through engagement led by the board(s) highlighting the benefits and opportunities to the areas affected.

2. **Avoid reclamation:** This is a major development along the northern coastline of the Mangere Inlet that will impact on precious and sensitive areas in this area. The board request that best practice is adhered, to avoid reclamation of the coastline, keeping its integrity and minimalizing any interruption to the area's ecological system, fishing and natural life characteristics.
3. **Specifically support wetlands:** As noted in sheets 1, 2 and 3 (maps), as an approach to protect the integrity of the inlet's natural features, through managing stormwater discharge, the local board supports wetlands to ensure stormwater discharge is diverted from entering the Mangere Inlet and Manukau Harbour.
4. **Mangrove removal:** Anne's Creek Estuary (sheet 3) consists of mangroves. The board would like to seek advice on the best way to ensure mangroves do not become a pest in the area. That this vegetation is managed to allow for its natural function to occur but measured to exist in balance with other local plant life.
5. **Replace the old Mangere Bridge as a recreational facility:** The board support's the current purpose of the bridge and does not support full vehicle use. The board calls for the work programme for this project to be implemented now. A bridge is important to both Mangere Bridge and Onehunga business's as it draws locals from near and afar to enjoy this pathway, and supporting patronage to local cafés and shopping areas. To enhance this experience the board calls for improved visibility (more lighting), and better footbridge access for walkers and cyclists.
6. **Princes Street, Otahuhu, improvements:**
  - a. Princes Street interchange – the board request additional safety features to be considered and implemented, for pedestrians and cyclists between the portion of Princes Street between, Frank Grey Place and Albert Street. The new layout needs to be friendly for pedestrians and cyclists to confidently and safely use this stretch of road.
  - b. The local shops on the corner of Albert Street and Princes Street are important for locals. Safe access and exit requires to be considered by the road designers. This request also requires the same principles to be applied for the Otahuhu Gurudwara worship facility on 118 Princes Street (opposite the shops).
  - c. Development like this one benefits many communities outside the board area. However, local residents request that better meaningful engagement happens to identify how new road networks may impact on local neighbourhoods, like Otahuhu's Luke Street and Atkinson Avenue, and roads near the airport road corridor. These areas are experiencing increased traffic flow impacting negatively on local's ability to go about their normal business.

- d. Mitigation options could include traffic lights or alternative routes can be considered through Frank Grey Place (south end) or an over bridge over the motorway linking Avenue Road (sheet 6).
7. **Complete the Favona walkway:** A major focus for the board is to implement and complete the Norana walkway through Favona, and around the Mangere Inlet that includes going through, Otahuhu, Onehunga and looping back through Mangere Bridge. The board believes this will meet several transport outcomes and strategic documents like, the Auckland Plan's integration of modes of transport, improved pedestrian and cycle routes to name a few. The board wants this walkway to be included in this development to leverage different sources of funding including Growth Funding to complete the walkway around the Mangere Inlet.
8. **General:**
  - a. Social impact: The board would like to request information on the predicted increase numbers of vehicles, and how fumes from vehicle's emissions and noise pollution have on the local community, when this development is operative and its construction phase.
  - b. Previous resolution: The board would also appreciate the opportunity to remind the Transport Authority the board adopted at its August 2013 business meeting resolutions that included key aspects that is relevant now for instance:
    - i. Joint meetings with the Maungakiekie-Tamaki Local Board to discuss the common issues – to (re)commence.
    - ii. Consider the Mangere-Otahuhu Area Plan to inform this development.
    - iii. Request social impact reports – noted (8a).
    - iv. Include rail linkages and heavy freight movements
  - c. Scout's building (sheet 1): The board seek further advice on how best it can support this facility, in context to the upcoming development to ensure that the building's historical elements are preserved.

Finally, in the event that submitters are given an opportunity to verbally present its submission, the board chair and/or board representatives welcome this opportunity, to share its position on the East-West Link Connection.

Kind Regards,

Lemauga Lydia Sosene  
Mangere-Otahuhu Local Board  
Chairperson