

Area Plan Implementation Monitoring Summary June 2017

MĀNGERE-ŌTĀHUHU AREA PLAN 2013

Key moves and outcomes

The Māngere-Ōtāhuhu Area Plan (2013) identified six key moves:

- revitalise and enhance Māngere-Ōtāhuhu's centres: Māngere Bridge, Favona, Māngere East, Māngere, and Ōtāhuhu;
- provide for a multi-modal rapid transport corridor and improved public transport network to the airport, CBD and the local and wider region;
- improve the water quality of the Manukau Harbour and promoting opportunities for appropriate public access to the coast;
- promote Māngere-Ōtāhuhu's businesses and Auckland Airport as the local and regional employment, tourism and recreation destinations and gateway to Auckland;
- progressively enhance Māngere and Ōtāhuhu residential areas through comprehensive redevelopment, planning and partnerships with major landowners;
- recognise the kaitiaki role of Mana Whenua, while conserving, supporting and celebrating Māngere-Ōtāhuhu's rich heritage resources and its distinctive Pasifika, European, Asian and multicultural identity.

Evaluation of progress

Each of the Key Moves has been reviewed with stakeholders provided information relating to the status of projects identified. The stakeholders include: the Māngere-Ōtāhuhu Local Board, The Southern Initiative (TSI), The Maori Heritage Project, Parks, Sports and Recreation, Auckland Transport and Watercare Services Ltd.

Progress on Actions

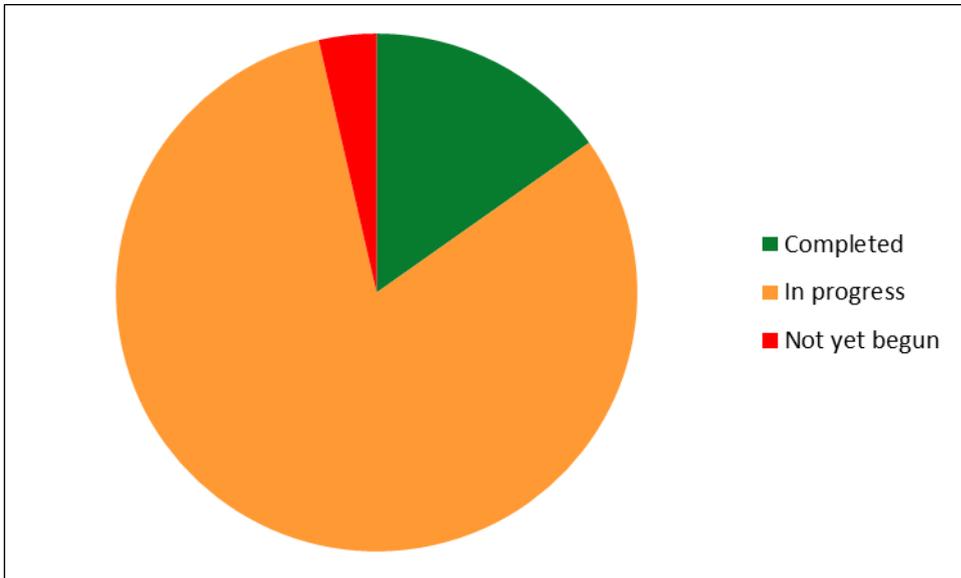
There were 115 projects and initiatives identified in the Māngere-Ōtāhuhu Area Plan. Of these, 52 were identified as Economic and Community Development outcomes, 32 as Transport and Network Infrastructure outcomes and the remaining 31 related to Natural Environment, Heritage and Character. Progress has been broken down into three classifications: 15% completed, 81% in progress (good or limited progress), and 4% not yet begun (no progress). See Figure 1 below.

Examples of some of the projects and initiatives completed or underway are:

- major development of community facilities including the completion Ōtāhuhu Recreation Centre and completion of the Māngere Moana-Nui-a Kiwa Centre upgrade;
- significant steps taken developing vocational programmes as part of Youth Connections and TSI programmes, including airport-related employment training;
- major improvements in public transport infrastructure and routes. This includes the Ōtāhuhu transport interchange, the new Māngere bus station and East-West bus linkages to rail line, and the new Network bus service in South Auckland;
- major amenity upgrade for Ōtāhuhu streets between the transport interchange and Ōtāhuhu Town Centre;
- the Ōtāhuhu Portage project has been moved forward from a being Long Term to a Short Term project as part of the Ōtāhuhu-Middlemore Spatial Priority Area with restoration and construction of the Portage to commence in 2018;
- the Maori Cultural Heritage Programme has researched and nominated a number of sites for scheduling through a Plan Change as they form part of the Ihumātao cultural landscape project;

- future Street Programme is collaboration between Auckland Transport/NZTA/ Ministry of Business and Innovation/Auckland Council and has undertaken to provide safe streets in Māngere including connecting cycleways and walkways.

Figure 1 - Overall progress on Māngere-Ōtāhuhu Area Plan actions



Māngere-Ōtāhuhu Area Plan 2013: Action monitoring update March 2017

Theme Based Section	Area Plan Actions (grouped by theme, short term and long term)	Status of actions (Completed/in progress/not started/aspirational/deleted)	Description of Progress Detail/comments	Lead Agency
Economic and Community Development outcomes	Implement land use changes identified in the Area Plan Framework Map 2042 into the Unitary Plan including place based outcomes identified in the three theme maps.	Good Progress/ Complete	The land use changes objectives and planning details identified in the M-O Area Plan, were incorporated into the Auckland Unitary Plan. This included a significant area of Mixed Use zoning, Mixed House Urban zoning and Mixed House Suburban zoning in Mangere Bridge. It includes intensification around the Mangere Town Centre and the Otahuhu Town Centre. This zoning can be sighted on the UP maps (2016).	Plans and Places/ Auckland Council
Economic and Community Development outcomes	Māngere town centre, Favona and surrounding residential neighbourhoods– Undertake further detailed planning of the Māngere town centre to facilitate future residential and employment.	Good Progress/ Complete	These actions were undertaken as part of the Auckland Unitary Plan process. (2016).	Plans and Places/ Auckland Council
Economic and Community Development outcomes	Māngere Bridge – Undertake further detailed planning of the Māngere Bridge local centre and surrounding area to facilitate future residential and employment growth and connection with any future transport improvements.	Good Progress/ Complete	These actions were undertaken as part of the Auckland Unitary Plan process. (2016)	Plans and Places/ Auckland Council
Economic and Community Development outcomes	Mangere Bridge - Establish a local centre where growth is enabled within a maximum height of three storeys, to retain the village character and views of Māngere Mountain.	Good Progress/ Complete	The Unitary Plan process has provided for significant growth in the Mangere Bridge business centre. Mangere Bridge has retained its Local Centre status, however a large area of Mixed Use zoning has been provided around the centre and further development space has been provided for towards State Highway 20 and future potential public transport links. Under the Unitary Plan much of the Mangere Bridge area is subject to the Regional Volcanic View Shaft and Height Sensitive Area Controls Overlay. Applying the 'general rule' that the most restrictive control applies then nearly all of the Mangere Bridge area is subject to the 9 metre Height Sensitive Area control. This includes the Local Centre and building higher than the 9 metres would require a non-comply activity consent.	Plans and Places/ Auckland Council

Economic and Community Development outcomes	Mangere Bridge, Provide for new residential development that strengthens the viability of the local centre whilst being sympathetic to the existing character. Terraced housing and apartments are anticipated up to three storeys, moving to four storeys closer to SH20.	Good Progress/ Complete	The Unitary Plan has provided for a range of building typologies including Mixed House Suburban and Mixed House Urban zone developments. Under the Unitary Plan much of the Mangere Bridge area is subject to the Regional Volcanic View Shaft and Height Sensitive Area Controls Overlays. Applying the 'general rule' that the most restrictive control applies then nearly all of the Mangere Bridge area is subject to the 9 metre Height Sensitive Area control. This includes the Local Centre and building higher than the 9 metres would require a non-comply activity consent.	Plans and Places/ Auckland Council
Economic and Community Development outcomes	Mangere Bridge - Establish a safe, legible and high quality public realm that includes shared spaces, open spaces and a focal point for the town centre.	Limited progress	The Unitary Plan also aims for better utilisation of public space around the Local Centre. Further developments have included the completion of the Mangere Bridge library outdoor patio area, the completion Kiwi Esplanade reserve concept plan and development of the walkway and cycleway along Kiwi Esplanade.	Plans and Places/ Auckland Council
Economic and Community Development outcomes	Mangere Bridge - Work with owners of key sites in Coronation Road to plan and assist with the delivery of high quality housing close to the local centre.	Limited progress	The Unitary Plan has allowed for intensification of development around the Mangere Bridge Local Centre. This includes significant areas of Mixed Use (MU) and Mixed House Urban (MHU) zoning. The MHU zoning includes Waterfront road which faces the Manukau Harbour. It is envisioned that the zoning and location will result higher quality housing. The Unitary Plan was developed in conjunction with considerable consultation. However, work has not been done with owners of specific key sites.	Plans and Places/ Auckland Council
Economic and Community Development outcomes	Provide for new residential development in the surrounding neighbourhoods that provides high quality, affordable housing. Promote a variety of housing types ranging from large family houses through to 1-2 bedroom apartments to meet housing need. Heights should be predominantly two storeys, allowing for three to four storeys close to the centres, parks and public transport.	Good Progress/ Complete	The Unitary Plan has the provision of Mixed House Urban and Mixed Use zoning around the Local Centre. Under the Unitary Plan much of the Mangere Bridge area is subject to the Regional Volcanic View Shaft and Height Sensitive Area Controls Overlay. Applying the 'general rule' that the most restrictive control applies then nearly all of the Mangere Bridge area is subject to the 9 metre Height Sensitive Area Control.	Parks, Sports and Recreation/ Plans and Places/ Auckland Council

Economic and Community Development outcomes	Mayoral Taskforce Project: Youth connections across Auckland	Good Progress	The Youth Connection programme works with local businesses, youth services and schools to create connections between young people and employers. The programme encourages the business community to take a leading role for the future of their workforce. The Youth Connections programme also operates in conjunction with the local economic development project in which Arts, Community and Events (ACE) is partnering with ATEED and other Council departments. Youth Connections has piloted a project based in ten local board areas is now rolling out. This includes Māngere-Ōtāhuhu and Ōtara-Papatoetoe. Over the past two years Youth Connections has actively engaged with more than 600 businesses and 3000 young people and as a result more than 850 young people have got jobs. In addition to Youth Connections - the MOLB also funds employment-related programmes in the area which also receives funding from the Tindall Foundation. (2016). These programmes are ongoing.	TSI/ATEED/ACE/Auckland Council
Economic and Community Development outcomes	Promote and support employers, tertiary education providers, Mana Whenua and community to work together to create and sustain opportunities for young people to access education and skilled jobs.	Good Progress	The Southern Initiative Infrastructure Consortium has a government contract with the Tertiary Education commission to deliver the Māori and Pasifika Trades Training Programme, training 18-34 year-olds to be work-ready for a career in trades in the construction, engineering, infrastructure or electrical fields. The Māori and Pasifika Trades Training is a government initiative to help more Māori and Pasifika (aged 16-40) to gain practical qualifications. As well as being important to the Auckland economy, the trades training programme provides a significant opportunity for Māori and Pasifika peoples who make up a large proportion of the population of the south. It provides a free training and all Maori and Pasifika can apply regardless of educational achievement, background or previous work experience. Trainees are exposed to work situations and interact with employers while a mentor supports them. The programme is delivered by The Southern Initiative (TSI) Maori and Pasifika Trades Training Infrastructure Consortium, through Auckland Council's TSI project. The TSI programme is ongoing.	TSI/ Māori and Pasifika Trades Training Programme/ TSI/Auckland Council
Economic and Community Development outcomes	Southern Initiative Multi-Sector Action Plan (develop and complete the plan)	Good Progress/ Complete	The Southern Initiative Action Plan - has been developed and is now being put into practice. This incorporates a range of community based activities including supporting employment and skills delivery. TSI programme is ongoing.	TSI/Auckland Council

Economic and Community Development outcomes	Adult literacy and numeracy courses (policy development). Advocate for adult literacy and numeracy courses policy development, and culturally appropriate early learning services in Māngere-Ōtāhuhu with key partners.	Good Progress/ On going	<p>COMET (A Council CCO) is charged with leading the adult literacy programmes in Auckland. This is currently being achieved through the delivery of a number of programme.</p> <p>1) Whānau Ara Mua, is a COMET managed Auckland -wide family literacy project delivered by the Solomon Group at St Andrews School, Otahuhu through 2016 . Whānau Ara Mua is a year-long course for adults that helps build employability and literacy, while also building parenting and family wellbeing skills.</p> <p>2) COMET is also bring Talking Matters training programme to Mangere-Otahuhu in the new year, a collaborative project that will increase the oral language of young children, so more children are ready for school at 5. It's still in development with partner Ko Awatea, CMDHB, the Anglican Trust for Women and Children, local libraries and ECE centres.</p> <p>3) COMET has also piloted an adult financial literacy programme. It incorporates a 3 year financial wellness program to prepare Pacific peoples for home-ownership. A number of families are from the Māngere-Ōtāhuhu Board Area. This programme is ongoing.</p>	COMET/ Auckland Council
Economic and Community Development outcomes	Work with local businesses to foster apprenticeships for local people in local jobs.	Good Progress/ On going	<p>This outcome has resulted in number of initiatives. These include: the Youth Connections programme which has a government contracts to deliver the Māori and Pasifika Trades Training Programme, training for 18-34 year olds so that these young people work-ready for a career in trades in the construction, engineering, infrastructure or electrical fields. These project partnerships are also actively supported by Auckland Council's and the TSI's procurement programme and work with major projects such as the City Rail Link and the Manukau Transport Interchange. The training also works in conjunction with employers such AIAL to promote employment and training opportunities.</p> <p>The projects are support by the Auckland Council programmes including providing path always to business and the procurement programme. The TSI also has programmes to encourage local innovators ((such as Roots), entrepreneurs and social enterprises through a range of community based activities. These programme are ongoing. Next step support community innovation and arts programmes.</p>	TSI/ATEED/ Auckland Council

Economic and Community Development outcomes	Work with local businesses, the Auckland Airport Community Trust and others to foster apprenticeships for local people in local jobs.	Good Progress/ Complete	A 5 year Memorandum of Understanding was signed between the Manukau Institute of Technology (MIT) and The Southern Initiative in September 2013 to help provide employment opportunities for students by facilitating more internships and cadetships with South Auckland businesses through the provision of a Cadetship Coordinator at MIT. A cadetship programme for MIT students was first trialled at Auckland Airport in December 2012. As a result 55% of cadets were successfully offered jobs on completion of their cadetship. Another 22% gained work with other organisations. Auckland Airport and retailers are currently working with MIT on job offers for these students. Programme ongoing.	MIT/TSI/ Auckland Council
Economic and Community Development outcomes	Advocate for provision of new social infrastructure and multiuse of existing facilities including healthcare policy development in Māngere-Ōtāhuhu.	Limited progress	The TSI's Healthy Families programme encourages the sharing of council buildings and spaces to help promote health and well - being outcomes. This includes working with Leisure and Parks, Sport and Recreation to optimise the usage of their spaces and for example could involve the delivery of health promotion programmes or the health social infrastructure such as new paths for walking and cycling. Healthy Families works with Council departments such as Arts, Events, Community Places and Leisure to create health promoting environments. TSI has also been working with CMDHB on a range of initiatives including Kotuitui Trust in Papakura and there is also data sharing. Programme ongoing and possibly needs to review its objectives and whether there is a need for a more comprehensive approach.	TSI/Auckland Council/ Counties Manukau DHB
Economic and Community Development outcomes	Ōtāhuhu – Undertake further detailed planning of the Ōtāhuhu town centre and surrounding area to facilitate future residential and employment growth and connection with any future transport improvements.	Good Progress	Further detailed land use planning has been undertaken in Otahuhu as part of the Auckland Unitary Plan (AUP). The AUP has been supported by the development of the Otāhuhu Framework Plan which was adopted in 2015 and which has provided a guide to the Otahuhu Street upgrade programme. The Otāhuhu Framework Plan was a result of Otāhuhu being recognised as one of Auckland Council's Spatial Priority Areas. The Development Programme Office currently oversees the Otāhuhu Spatial Priority area programme. A \$17-18 million budget has been provided to spend over the next 3 years in the 2015-2025 budget on street scape improvements and public transport improvements. The Framework Plan will guide future streetscape upgrades, this includes the upgrade of Mason Avenue from the station to the town centre. There was also \$3.8 million allocated to Avenue Road in financial years 2016 and 2017. This budget was to deliver both streetscape and public transport improvements on Avenue Road. Otāhuhu is also Strategic	Community Facilities/DPO /Auckland Council

			Special Housing Area - the Otāhuhu Coastal Strategic Area. There is still a level of planning and development work required for specific Otahuhu projects, including work on the Portage/greenway connection which is expected to begin physical works in 2018.	
Economic and Community Development outcomes	Ihumatao peninsula future urban area – Undertake further detailed planning of the Ihumatao Peninsula Future Urban area.	Limited progress	A section of the Ihumatāo Peninsula Future Urban Development area has been address under the Oruarangi Road SHA project. This has resulted in the Oruarangi Road SHA area being rezoned Mixed House Suburban (MHS) under the AUP. The Oruarangi Road SHA is planned to provide between 350-480 new homes, including affordable homes. The development includes reserves and open space that will integrate with the adjacent Otataua Stonefields Historic Reserve. The SHA project has, however, been controversial. The remainder of the Ihumatao Peninsula Future Urban development area is part of the Mangere Gateway Precinct and is to undergo a Structure Plan process in 2017. A timetable for the Structure Plan process was set out in the Environmental Court (EC). The EC stressed the importance of considering cultural aspect in the development of the area. A Framework document is being prepared to be endorsed by the Local Board. The draft is to take account of the mana whenua input and concerns. Complete in part.	Plans & Places/ Auckland Council
Economic and Community Development outcomes	Social Infrastructure Facilities review to identify existing social infrastructure in need upgrading or are being under-utilized.	Good Progress/ Complete	A review of Social Infrastructure was completed for the Māngere-Ōtāhuhu Local Board in 2015. This included investigating optimisation of the old Otahuhu Town Hall and library and a interim programme has been developed for the use of the former library space. The review aligns with the Auckland-wide Community Facilities Network Plan (August 2015) which provides for a regional overview for the management and development of community facilities. In relation to Mangere East the Mangere Community Facilities Investigation Report - a multi-purpose community facility needs assessment was also completed in 2015. Presently, key stakeholders are about to undertaking consultation on Draft Concept Plans for Walter Massey and Mangere Centre Park. Project ongoing. Next steps, undertake consultation and develop work and funding programmes.	Community & Social Policy/ Auckland Council

Economic and Community Development outcomes	Ultra Fast Broadband initiatives.	Good Progress	The construction of the Ultrafast Broadband network is progressing well with roll-out to key business areas largely complete, and roll-out to residential areas on track to be completed within the project timeframes (by 2020). Connections to 100% of schools have now been completed. While there are no specific uptake figures are available for Mangere-Otahuhu and/ or Otara-Papatoetoe, the understand from central government is that uptake is tracking better than expected across the board with uptake reaching 20% of premises passed as of 1 March (2016).	Transport & Infrastructure /CPO Strategy Chorus/ ATEED
Economic and Community Development outcomes	Continue to promote the Food Innovation Hub, to provide and help fund new facilities for businesses (by working with central government and Council)	Good Progress	The Foodbowl Project is supported by business and research connections across the region and by ATEED. The Foodbowl project has resulted in the opening of a manufacturing and research facility operated by NZ Food Innovation, Auckland. This is part of national network of science and technology resources established to support the growth of Food & Beverage businesses, by providing both facilities and expertise. It was designed as a facility where companies can produce commercial runs of new products for trial marketing and hence capitalise on both future domestic and export opportunities.	Auckland Council/ ATEED/NZ Food Innovation Auckland
Economic and Community Development outcomes	Norana Park development	Limited Progress	Norana parks funding. New toilets have been budgeted for the 2016-17 year. In 2015 Parks sought endorsement from the Local Board to reallocate funds from the SFCD (sports field capacity development fund) that had been tagged for Norana Park towards alternative parks including Moyle, Williams and Manger Centre park. (127K over 2014-15 year and 1.25 million over 2015-16 year). One of the main reasons was to prioritize funds away from parks that had no domiciled club base while others did. Also planned is further consultation for the route of the Norana Pathway.	Parks, Sports and Recreation/ Auckland Council
Economic and Community Development outcomes	Māngere Town Centre all weather canopy and toilet upgrades	Limited Progress	Toilets are to be being provided as part of Auckland Transports new Mangere Bus Interchange. The interchange has been designed and consented, with development due begin in October 2016. The canopy for the Mangere Town Centre is to addressed in the 2018/2019 budget. The Mangere Town Centre canopy project has raise a number of other issues related to the upkeep and redevelopment of the of the centre. Initial officer investigation has shown significant gap in the required budget and that presently allocated in the 2018/2019 budget. Investigations in conjunction with ATEED also indicated that the project is not suitable for corporate sponsorship. The canopy is in the Local Board Plan but there are no concept plans that have not been agreed to	PDO/ATEED/ Auckland Council/ Auckland Transport

			by either the LB or the BID. Next steps: Further, community discussion, design and planning required. Need to ensure appropriate budget provided.	
Economic and Community Development outcomes	Māngere Moana–nui–ā–Kiwa Leisure Centre repairs and extension to outdoor pool	Good Progress/ Complete	Māngere Moana–nui–ā–Kiwa Leisure Centre changing facilities and outdoor upgrade at the Mangere Town centre was completed 2014.	Auckland Council
Economic and Community Development outcomes	New Playground and toilet upgrade (Massey Park).	Limited Progress	Consultation on Walter Massey Park will include community and Iwi. One aim is to examine the link between two neighbouring parks and Walter Massey House and development of a loose cluster of mixed community facilities including the library and stand-alone community services. The new playground upgrade has been completed. New toilets are under construction in Yates road. The funding approved by the local board as a LDI Capital Top up. Next steps: undertake consultation and develop work programme.	Sport & Recreation/ Auckland Council
Economic and Community Development outcomes	Completion of the Ōtāhuhu Recreation Precinct and swimming pool complex	Good Progress/ Complete	The Tōia - Ōtāhuhu recreation precinct which opened on 8 August 2015. The precinct brings together a library, swimming pool, recreation centre and open space in an integrated design which provides a seamless range of activities for the community. The overall project to was deliver more strategically placed and integrated community facilities in the most strategic and cost effective way. Project complete. The project has been well received and an important step in fulfilling community infrastructure.	Sport & Recreation/ Auckland Council
Economic and Community Development outcomes	Ōtāhuhu Library completion	Good Progress/ Complete	The new Ōtāhuhu Library was completed mid 2015 as part of the Tōia - Ōtāhuhu recreation precinct. Subsequent to the completion of the new library a review of potential uses of the old library space has taken place. It is agreed these activities could take place in the interim period before the wider site is redeveloped. The library space is to be used as a community space for with priority given to Youth and Arts activities.	Arts, Community and Events (ACE)/ Auckland Council

Economic and Community Development outcomes	Seaside Park Restoration	Limited Progress	The redevelopment of the playground and park furniture has been undertaken. A proposal has been put forward for the renewal of the car parking area. A scoping study for development was partially prepared by Parks, however, the recommendations regarding the upgrading of the sportsfields were thwarted due to the site being a former rubbish tip. Project Ongoing.	Sport & Recreation/ Auckland Council
Economic and Community Development outcomes	Middlemore Hospital Health Innovation Hub to provide and help fund new facilities for health-service professionals.	Good Progress	Ko Awatea based at Middlemore teaching hospital is an innovation hub and partnership at includes Middlemore Hospital/University of Auckland, AUT, MIT and Counties-Manukau DHB focused on improving the health and well-being of South Auckland communities as well as working closely with partners both in the Asia-Pacific region and internationally. Ko Awatea employees a significant number of people and undertakes both training and research roles. The Ōtāhuhu Spatial Priority Area incorporates the Middlemore area but there are currently no specific Spatial Priority Area projects related in the Middlemore area or the hospital. Auckland Council through the TSI does work closely with the Counties-Manukau DHB, while Middlemore/University of Auckland is one of three major territory institutes within the wider area. Next steps include continuing to build relationships with partner organisations.	Counties Manukau DHB/ Ministry of Health/ Ministry of Business, Employment and Innovation/ ATEED
Economic and Community Development outcomes	Implementing the Strategic Housing Action Plan for Māngere Ōtāhuhu specifically related to redevelopment around Māngere through partnership and projects with land owners and Housing New Zealand.	Limited Progress	The Auckland Plan identifies Housing (Chapter 11) as key issue and the Housing Action Plan was published in December 2012. The Housing Action Plan has supported a range of generic housing initiatives by Council rather than specifically Māngere-Otāhuhu focused projects. ACPL is looking at the housing opportunities on Council owned land and property, it is also proposed to stimulating growth in the community housing sector by acting as a guarantor for a housing bond. There is also support for the development of papakāinga on Māori land, Treaty Settlement land and general land – led by Te Waka Angamua. The Housing Project Office is investigating the changes needed to provide secure, long-term, quality rental housing opportunities. HNZ had requested significant upzoned of its housing properties in the Māngere-Otāhuhu Local Board area and large number of these requests have been adopted under the Auckland Unitary Plan.	Development Project Office/ Auckland Council/HNZC
Natural Environment, Heritage and Character	Māngere Gateway programme and associated projects, including: - Otuataua Stonefields Visitor Centre - Ongoing development, with iwi, of guided and	Limited progress	The Otuataua Stonefields Visitor Centre project has been put hold and funding is no longer tagged for the project. The initial site for the centre was within the Otuataua Stonefields Reserve, it was later considered that this site was not appropriate. The proposed site for the visitors	Te Motu a Hiaroa Charitable Trust

	<p>self-guided walks and other marae-based initiatives</p> <ul style="list-style-type: none"> - Puketūtū Island – improved public access - 2015 		<p>centre was then moved to the Rennie Homestead, however in the absence of funding the project could not go ahead Council still owns of the Rennie Homestead and the associated land. Council is undertaking preliminary work on a Structure Plan for the Future Urban zone long Ihumatāo Road. The Environment Court's has provided guidance for any development and it is important wide- ranging consultation is to undertake regarding any future development.</p> <p>The Māngere Gateway programme and management of the area remains a priority for Mana Whenua. To this end it is important to ensure Iwi involvement and capturing of their aspirations. The primary iwi groups for this area are: Te Akitai Waiohau; Ngāti Te Ata Waiohau; Te Ahiwaru; Te Kawerau a Maki; Ngāti Tamaoho; Ngāti Whātua Ōrakei (re. Mangere Māunga); Waikato Tainui.</p> <p>A number of sites within the Māngere Gateway area have been nominated by the Maori Cultural Heritage (MCH) project for scheduling through a future plan change. Together they form part of the Ihumātao cultural landscape:</p> <ul style="list-style-type: none"> -Puketūtū Island/Te motu a Hiaroa (Ngāti Te Ata & Te Kawerau a Maki) - Ihumātao (Te Ahiwaru & Te Ākitai) - Waitomokia (Te Ahiwaru & Te Ākitai) - Ōruarangi Awa (Te Ahiwaru & Te Ākitai) <p>At Puketūtū Island - Watercare have been granted consent to deposit 4.4 million tonnes of biosolids on the island over approximately 46 hectares during the projects 35-year operational life. When complete the topography will represent as far as possible the original volcanic landform. In the negotiations for Watercare resource consent, three iwi entities were given particular recognition and have been involved in forming the Te Motu a Hiaroa Charitable Trust and will acquire freehold title to the island, and Oruarangi Creek. The Trust will be recognised as kaitiaki of the island and envisages the development of a new marae precinct on 1.2 hectares on the island's northern slopes.</p> <p>The Parks and Open Spaces Strategic Action Plan aims to identify major tourism destinations within the open space network and identify issues and opportunities with promoting and facilitating tourism initiatives in the public open space network. Pukaki Crater is a future issue (no current budget) in order to address access to the crater and address damage to the crater.</p>	<p>/Watercare/ Parks, Sports and Recreation/ Auckland Council</p>
--	--	--	--	---

<p>Economic and Community Development outcomes</p>	<p>Open Space Network Plan (Develop and Implement) for Māngere-Ōtāhuhu which aligns with the Council’s Parks and Open Space Strategy and Sports and Recreation Strategy and provides details for priority upgrades, new/upgraded civic space and open space provision as identified in the Area Plan.</p>	<p>Good Progress/ Complete</p>	<p>The Open Space Network Plan has been undertaken and completed by Parks and Recreation Policy, Community & Social Policy. Parks, Sports and Recreation have also prepared a draft Mangere-Otahuhu Local Board Greenways Plan will be incorporated in the Open Space Network Plan. Next steps: ensure Open Space Network Plan and Greenways Plan are put into practice.</p>	<p>Parks and Recreation Policy Community & Social Policy/ Auckland Council</p>
--	---	------------------------------------	--	--

<p>Economic and Community Development outcomes</p>	<p>New public open space at Pūkaki Reserve, Puketūtū Island, Miami Street Reserve, land along Ōruarangi Creek and Waitomokia Creek (as it is acquired)</p>	<p>Good progress</p>	<p>Pukaki Reserve - Initial discussions/investigations have commenced on the future of the reserve. This is also linked to discussions on assess to the Pukaki urupā (burial grounds). Consideration also needs to be given to Mana whenua co-management agreement re the Pukaki Crater. A draft archaeological report has been completed and geotech report for erosion around the urupā site has been completed. Acquisition of land is on hold pending an understanding of whether and land will be part of the treaty settlement discussions. There is no funding or staff resources for a co-management plan. However, staff are working with iwi to consider other access options for example an easement across private or Council land. Pukaki Crater is a future issue (no current budget) in order to address access to the crater and address damage to the crater.</p> <p>Oruarangi Reserve - The acquisition of any land has been considered aspirational. Under the Unitary Plan and the Auckland Council District Plan (Manukau Section) significant areas of land along the south edge of the Oruarangi Creek and Waitomokia Creek have been zoned Public Open Space (POS). It is also shown as 'Indicative' public open space in the Mangere Gateway Precinct. When subdivided - the POS this area will need to be vested as public open space. There will need to be discussion between the parties and there is a general expectation that some of the land will need to be paid for, however, there is currently no budget to purchase the land. This includes land currently owned by the airport and on the southern side of Oruarangi Creek. The mechanism for vesting this land is still under discussion.</p> <p>Puketūtū Island - Te Motu a Hiaroa Charitable Trust has a role to promoting future use and public education with regards to the island. The island, known as Te Motu a Hiaroa, it is highly significant to tangata whenua and contains many sites of cultural importance. The proposed agreements with Iwi have recognised the island as taonga to the people of Tamaki Makaurau. There are a number of Iwi with an expressed interest in Te Motu a Hiaroa, three Iwi entities were given particular recognition and in forming the Island Trust will acquire freehold title to the island, and Oruarangi Creek. The Island (Te Motu a Hiaroa) Trust envisages the development of a new marae precinct. Unitary Plan provides ongoing funding for the management of the island as a regional park has not been specifically provided for in the Long Term Plan (LTP) and general funding for new park development and operation is limited.</p>	<p>Maori Heritage Unit/ Auckland Council</p>
--	--	----------------------	---	--

Economic and Community Development outcomes	Promote the diverse cultural hubs in the area through local community, economic and event activities.	Good progress	There is an annual Mangere-Otahuhu arts and culture event showcasing local art, culture and artists delivered in 2016 and funded to 2018. In conjunction with these initiatives the Māngere Arts Centre - Ngā Tohu o Uenuku is a purpose-built complex that showcases artists in the community and is recognised as a major community asset. A potential Mangere East Community Hub has also been under investigated. The Massey Homestead is to undergo significant renovations. Mangere Community House, Robertson Road to undergo significant renovations.	ACE/ Auckland Council/ ATEED
Economic and Community Development outcomes	Develop and implement community safety projects in Māngere-Ōtāhuhu	Good progress	A range of community safety projects have been initiated in conjunction with the Mangere -Otahuhu Local Board this includes: <ul style="list-style-type: none"> - Increased spending in CCTV camera's, - LB funding of an expanded Ambassadors programme, - Te Ara Mua - Future Streets Community and Road Safety through cycleways - Windrush Close section, car park pedestrian walkways, -Toia Recreation Precinct included car park improvements funded by the board, - Ōtāhuhu Design Framework - Pedestrian Safety with footpath widening etc. Next steps continue to review community safety. 	HNZC/ Auckland Council
Economic and Community Development outcomes	Develop and complete a local cultural and arts strategy for Māngere-Ōtāhuhu (when the Council's Regional Cultural and Arts Strategy is completed).	Good progress	The Community Art Broker programme has been established in Mangere-Otahuhu with the MOCAB work programme developed so that it fills any identified gaps, as well as working to achieve strategic aims set by the Local Board. This programme has been working successfully. The MOCAB contract began in September 2015 and has become established and valuable tool in arts development. The Mangere-Otāhuhu Local Board has invested 100k for arts broker in 2015 and 2016. The Board have also then have invested additional budget for activities in Mangere Arts Centre under the auspices of the Arts, Community and Events. The Regional Arts and Cultural Action Plan - Toi Whitiki was completed and adopted 2015 and was produce by the Community and Social Policy. New public art has been incorporated into the Toia (Otāhuhu) recreational Precinct. Next Steps: Scope a local cultural and arts strategy for Mangere-Otahuhu Local Board continue funding of community art projects.	Local Board/ACE/ Auckland Council

Economic and Community Development outcomes	Work with local businesses, the Auckland Airport Community Trust and others to foster apprenticeships for local people in local jobs.	Good progress	A 5 year Memorandum of Understanding (M of U) was signed between the Manukau Institute of Technology (MIT) and The Southern Initiative in September 2013 to provide employment opportunities for students by helping to facilitate more internships and cadetships with South Auckland businesses through the provision of a Cadetship Coordinator at MIT. A cadetship programme for MIT students was first trialled at Auckland Airport in December 2012. As a result 55% of cadets were successfully offered jobs on completion of their cadetship. Another 22% gained work with other organisations. Auckland Airport and retailers are currently working with MIT on job offers for these students. Work on this programme is ongoing.	TSI Auckland Council/MIT
Economic and Community Development outcomes	Redevelopment of Auckland Council owned elderly housing accommodation to provide for more housing for the elderly in Māngere Bridge, Māngere and Māngere East	Good progress	In December 2015, following a request for proposal process, Auckland Council chose the Selwyn Foundation as a preferred partner to manage and develop its Housing for Older Persons (HFOP) portfolio of 1412 units across Auckland, signing a non-binding Memorandum of Understanding (M of U). Public submissions and Have Your Say events closed 1 July 2016 on whether council should have a partner for its Housing For Old People service. Council's Governing Body approved the over-arching plan for the project and the business model for the partnership, giving Panuku the mandate to action the development and proceed with the partnership. Of the 1412 existing units a most units are in the south (686), followed by the north (458) and the west (308). Selwyn and Panuku plan to better utilise the existing sites. Within the Mangere-Otahuhu area no specific actions have taken, however, a Condition Survey of Properties was completed. Next steps: monitor delivery and management programme of Selwyn Foundation.	Panuku/Auckland Council/Selwyn Foundation
Natural Environment, Heritage and Character	Development of new public open space	Limited progress	Strategic review of public open space in the Mangere-Otahuhu area undertaken. See Community and Economic Development. The Watercare Services Puketūtū Island Project is aim at the rehabilitation of the island as a public reserve. This is supported by the Auckland Unitary Plan rezoning of the Island.	Te Motu a Hiaroa Charitable Trust /Watercare/ Parks, Sports and Recreation/Auckland Council

Natural Environment, Heritage and Character	Undertake priority research into sites and areas of cultural interest to Māori to inform future development	Good progress	Mana Whenua are familiar with their sites & areas of cultural value. These have been identified through the Sites of Value & Sites of Significance layers, treaty settlement redress and the Maori Cultural Heritage Project. Many of these sites were to be included within the Unitary Plan as Sites of Place of Value, however, they were excluded by the Independent Hearing Panel who indicated that more information needed to be gathered on these sites for a possible Auckland Council Plan Change. Future research or scoping work should also include focus on the implementation of management options and Māori heritage promotion. The Treaty of Waitangi Act provisions may be able to assist with Māori development programs. 'Cultural interest to Māori' includes taurahere and educational marae in the area. There is a need to include these marae communities in scope of future studies. It is proposed that a Plan Change is prepared to list these identified sites.	Maori Heritage Unit/ Auckland Council
Economic and Community Development outcomes	Implement free Wi-Fi in town centres – Ōtāhuhu and Māngere Town Centre	Good progress	The Mangere Town Centre Business Association has worked with Wi-Fi service provider Tomizone and Auckland Libraries to extend coverage to parts of the town centre. Other than this there has been little expansion to the public open Wi-Fi network as the current contract expires in October 2016 and the council is working to establish the value of a public open space service, and identify a business owner within the organisation.	Auckland Council
Economic and Community Development outcomes	Māngere-Bridge Library (redevelopment)	Good Progress/ Complete	Mangere-Bridge Library courtyard completed and officially opened on 21 August 2014. Proposed opex saving with a reduction and standardisation of opening hours – to be confirmed through LTP process. Subject to budget confirmation through LTP process. (2015).	Auckland Council
Economic and Community Development outcomes	Sports and Aquatic Marine development (including Waka ama at Māngere Bridge – Maritime Recreation Fund)	Limited Progress	Waka Ama at Mangere Bridge. There is a longstanding aspiration to build a Waka Ama Club Rooms and Storage facility at Mangere Bridge Waterfront Reserve. Initial concept designs for the Waka Ama clubrooms has been completed. These designs have been funded by the Mangere-Otahuhu Local Board. However, a long term funding programme needs to be put in place for further detailed design work and construction of building. In a related project security fencing has been erected around the wakas stored on the park. The Waka Ama project is co-sponsored by MUMA. The next steps are the development of a funding programme and the commissioning of the detailed design drawings.	Parks, Sports and Recreation/ Auckland Council/ Manukau Outriggers Canoeing Whare Nui Trust/ Manukau Urban Maori

				Authority
Economic and Community Development outcomes	Mangere Centre Park upgrade	Good progress	Mangere Central Park upgrade - Concept Plan developed for Mangere Centre park is to undergo consultation in November 2016. The Mangere Centre Park draft concept plan was adopted for consultation by the M-O Local Board with the community, Iwi, stakeholders and partners. Urban Design Consultants Reset have provided site analysis and suggested major changes incorporating better connectivity, safety, lighting, facilities provision and amenity. Over time there has been uncoordinated development of the Mangere Central Park facilities. It is also considered that the park is deficient in parking and susceptible to vandalism. Next steps: Concept Designs taken to development stage.	Park and Reserves/ Auckland Council
Economic and Community Development outcomes	Māngere East Community Centre upgrade	Limited Progress	Mangere East Community Hub has been investigated with a focus on the Mangere East Local Centre, library and Walter Massey Park. Concept Plans for Welter Massey Park will go for consultation in November 2016. The Mangere Community Facilities provision Report (2015) Visitor Solutions was completed. This included investigating the feasibility of building a new integrated community facility within Walter Massey Park which focuses on meeting indoor recreation and community development needs. It is also proposed Massey Homestead to undergo significant renovations. Mangere Community House in Robertson Road also to undergo renovations. The aim is to provide shared spaces that are safe and multi-functional. A range of community facilities are being upgraded as part of the Mangere East Community Hub. There is need to complete consultation and further develop of Walter Massey Park.	Park and Reserves/ Auckland Council

Economic and Community Development outcomes	New Favona local centre - facilities to include extended shops, new library and improved connections to surrounding community, public transport and schools In Favona	Limited Progress	This is not provided for in the Mangere -Otahuhu Local Board Plan. The current Favona business area in Robertson Road provides only for neighbourhood business activities. However, under the Unitary Plan additional Local Centre zoning has been provided. No budget has been provided in the LTP for additional amenity within in the centre. Next steps: further consideration needs to be given to this project and whether there is a need to proceed.	Plans and Places/ Auckland Council
Economic and Community Development outcomes	Upgrade Sturges Park	Good Progress/ Complete	The Sturges Park Upgrade is complete now. The Sturges Park Concept Plan was approved September 2013 subject to changes by the Local Board. The revitalisation project has delivered physical works over the site that align with a Concept Plan with the objective of upgrading the park including general tree works and revegetation planting, sports field upgrade (irrigation provision)/ access way, car park and path network upgrades. The Sturges Park revitalisation work has included the upgrading of the car park and softball diamonds. There has also be an upgrading of the path network including access to the Ōtāhuhu college fields. Future planning can include looking at linkage around Sturges Park. This includes linking Sturges Park to the Tōia - Ōtāhuhu recreation precinct and Ōtāhuhu Town Centre.	DPO/ Auckland Council/Parks
Economic and Community Development outcomes	Development and upgrade of Radonich Park	Limited Progress	Radonich Park limited works are being undertaken with the opex budget and there is no capex budget for the park going forward to 2018. Radonich Park is currently occupied by community vegetable growers under agreement with Council until such time as funding is available to develop the area as sports fields. The capex programme is dependent on the outcome of the LTP process and then within that the allocation of any budget.	Park and Reserves/ Auckland Council
Economic and Community Development outcomes	Work with the Holy Trinity Church to plan and assist with the delivery of a high quality, mixed use development that retains existing buildings creates attractive pedestrian and cycling connections and public open spaces.	Limited Progress	Previously the Strategy Finance Committee has passed a resolution to purchase a site from Holy Trinity - Otāhuhu. The negotiations for this project are on-going and this has included the extent of the land to be purchased by the vendor. However a significant gap had remained between vendor and purchaser.	Panuku/ Auckland Council

Economic and Community Development outcomes	Mangere Bridge - Create strong links between the local centre and the Manukau Harbour, waterfront amenities, and the wider area.	Limited Progress	<p>There have been a number of initiatives related to the improvement of the waterfront area and the link between the waterfront and town centre.</p> <p>These include:</p> <ul style="list-style-type: none"> - Kiwi Esplanade development projects, including a new walkway and cycleway to Ambury Farm, - Old Mangere Bridge replacement where the resource consent currently under appeal in the Environment Court. - The Unitary Plan and provision for great density of housing (MHU) along Waterfront Road. - Design proposed for the Waka Ama Club Rooms. Security fencing has also been provided for the Waka Ama stored at Waterfront road Park. <p>At this stage there has been no specific a urban design input to the link between the Mangere Bridge Local Centre and the waterfront.</p>	PDO/NZTA/ Auckland Council
Economic and Community Development outcomes	Mangere Bridge - Protect employment land on the eastern side of SH20, with improved links to the local centre.	Good Progress	Under the Unitary Plan the employment land on the eastern side of SH20 has been retained and protected. It has been given a Light Industry zoning. This will enable a many people to continue to work locally. The provision of a Mixed Use zone on the western side of the SH20 is like to provide for a better sense of connect between the two sides of the motorway.	Plans and Places/ Auckland Council
Economic and Community Development outcomes	Establish a safe and thriving Māngere Town centre that retains its unique character, is an exciting cultural, dining and shopping destination.	Good Progress	The Mangere Bridge Local Centre is currently a vibrant local centre that developed as a dining and to a lesser extent shopping centre. This has been enhanced under the Unitary Plan with the provision of Mixed House Urban and Mixed Use zoning around the Local Centre. There is a range of projects that will add to the vitality of the centre including the reconstruction of the Old Mangere Bridge the provision of cycle ways along Esplanade Road. These are supported by the Mangere Bridge BIDs programme and the Mangere Bridge Business Association.	Auckland Council/NZTA /ATEED/AT

Economic and Community Development outcomes	Create a safe and easy to understand walking and cycling network that connects Māngere town centre with the surrounding neighbourhoods, public transport hubs, the future Māngere train station, and Waddon Place to Windrush Close. Define Bader Drive/Buckland Road as the centre's main route.	Good Progress	The Te Ara Mua - Mangere Future Streets programme has begun. In early November 2015 \$8m funding was confirmed to deliver the following projects: Mascot Avenue development work underway April 2016 (with improved pedestrian and cycling facilities, dedicated cycle lanes and planting). Pershore Avenue redevelopment which included expanded walkway and cycleway. Waddon Place and Windrush Close connection improved and the significant upgrading and landscaping Mangere Town Centre car parks. Much of this work has now been completed and outstanding improve to the street amenity of the area. Further consultation on the Windrush Close redevelopment, including part closure of the cul de sac, is currently underway August 2016 and a community event is scheduled on 29 Sept 2016. Partnerships with AT, NZTA and the local board have increased the scope of this project.	Auckland Transport, NZTA, Auckland Council/ Ministry of Business and Innovation
Economic and Community Development outcomes	Ihumatao Peninsula Future Urban Area: Prepare a Structure Plan that: <ul style="list-style-type: none"> - identifies and recognises these significant characteristics - determines the location and density of urban development with urban activities concentrated in nodes, lower intensity development, and areas of open space - provides for efficient and effective servicing with an Integrated Transport Assessment (ITA) - restricts activities that might compromise the features and values of significance in the area, including limiting earthworks, land cultivation and large buildings (including greenhouses). 	Good Progress	The Oruarangi Road, section of the Ihumatao Peninsula Future Urban Area along has been subject to a Special Housing Project (SHA) process. SHA has run alongside the Unitary Plan process. This has resulted in the area being live zoned MHS with a proposed development to provide 350-480 new homes. Consideration of the application was guided by the Environment Court decision and took into consideration the cultural heritage and geological aspects of the area. The Ihumatao Road section of Future Urban Area has been zoned Future Urban Zone and will undergo a Structure Plan. The Structure Plan will consider the cultural heritage and geological aspects of the area. Next Steps review requirement for Ihumatao Peninsula Structure Plan.	Plans and Places/ Auckland Council

Economic and Community Development outcomes	<p>Business plan: To support exports, productivity improvements and employment in the southern industrial precincts; including Wiri, and the Airport, and encourage linkages with other precincts such as East Tamaki, Drury, Papakura and Penrose/Mt Wellington.</p> <p>Cross-council project team input into high level and detailed actions. Oversight by political working group with local board members, and a manager steering group.</p> <p>Consultation complete – limited feedback but many have fed back through related plans e.g. East Tamaki.</p>	Good Progress	<p>Local Economic Action Plan and developed and adopt in July 2015. Currently, funded by the Local Board and delivered by ATEED. (2016). Detailed actions need to be agreed with council departments and CCO's. AT were progressing the Route 32 project, the route from the Airport to Sylvia park. It is a priority project in the LTP and the RLTP, although formal confirmation of budget allocation is not until 2015.</p>	Auckland Council/ ATEED
Economic and Community Development outcomes	<p>BIDS programme support to Māngere Town Centre, Māngere East, Māngere Bridge and Ōtāhuhu. Funded through targeted rates. Māngere East BID is struggling future uncertain at this stage.</p>	Limited progress	<p>The Governing Body approved the BID Policy 2016 in June 2016. This Policy is supported by a staffing resource of 5 FTEs focused on governance, compliance and growth of the BID programme by new BID establishments and the expansion of existing BIDs. The new model will see formal annual reporting to each local board from the BID Team on individual BIDs. There is an ongoing budget in the Local Board Locally Driven Initiatives (LDI) programme for Mangere-Otahuhu for support of business associations operating a BID Programme. The funding is discretionary (i.e. the board can direct the funding for specific activities or simply provide the funding as a general grant for the BID to choose how it is used).</p>	BID Partnerships, Auckland Council/ ATEED
Transport and Network Infrastructure outcomes	<p>Completion of the Auckland Regional Road Safety Plan 2013</p>	Good Progress	<p>Regional Road Safety Plan (now called Road Safety Strategy) is currently in development to be finished June 2017. https://at.govt.nz/media/imported/3805/AT-agenda-item-9ii.p</p>	Auckland Transport
Transport and Network Infrastructure outcomes	<p>Completion of Urban South Road Safety Action Plan 2013</p>	Good Progress/ Complete	<p>Urban South Road Safety action plan was completed in 2013/2014.</p>	Auckland Transport
Transport and Network Infrastructure outcomes	<p>Safety Around School Programme</p>	Good Progress	<p>Auckland Transport has implemented a safety around schools programme which schools can sign up to of their own accord. TravelWise is also a part of this programme and Schools can sign up to it. https://at.govt.nz/driving-parking/road-safety/road-safety-around-schools/#zones</p>	Auckland Transport

Transport and Network Infrastructure outcomes	Completion of the SMART (South-western Multimodal Airport Rapid Transit) Study	Limited progress	<p>The Board of Auckland Transport has discounted the option of heavy rail to Auckland Airport due to its poor value for money. At its meeting on 27 June 2016, the Board instructed Auckland Transport management to investigate a bus based high capacity service to the airport to the level it has done with light rail so a value for money comparison can be made between the two. It has also told Auckland Transport to move ahead with route protection for bus/light rail. That the Board resolves the following:</p> <ul style="list-style-type: none"> i. That Management discount heavy rail to the airport from any further option development due to its poor value for money proposition; ii. Instructs Management to: <ul style="list-style-type: none"> a) Develop a bus based high capacity mode to the same level of detail as the LRT option to allow a value for money comparison with the LRT option and submit this to ATAP for consideration; b) Refine the LRT option further to address the high risk issues as articulated in this paper; c) Report back to the Board on the findings of the bus based high capacity mode and LRT comparison. d) Progress with route protection for bus / light rail, not heavy rail; e) Align the SMART and CAP business cases to enable the consideration of an integrated public transport system between the city centre and the airport f) Progress the business case development of the RTN route between Botany, Manukau and the airport and align this with NZTA's business case development for SH20B. 	Auckland Transport
Transport and Network Infrastructure outcomes	SMART Study Route Protection (land purchase) dedicated rail corridor to the airport	Limited progress	<p>Money has been allocated in the councils long term plan for route protection works. https://at.govt.nz/projects-roadworks/airport-and-mangere-rail/#details. Contact: Auckland Transport.</p>	Auckland Transport

<p>Transport and Network Infrastructure outcomes</p>	<p>Completion of the Multi Modal East West Corridor Study (MMEWS) identifying a range of transport improvements between South Western Motorway (State Highway 20 and State Highway 1)</p>	<p>Good progress</p>	<p>A strategic assessment has been undertaken NZTA, AT and Auckland Council to consider MMEWS option study. This has allowed the project to advance to the programme development stage. The East West project is part of the government's accelerated package of Auckland Transport projects and a project of national significance. The preferred route has been identified as one of the roads of national significance by the NZTA and significant preliminary design and consultation has been undertaken. The preferred option for an East -West link was identified on the northern banks of the Mangere Inlet (Neilson Street option). The project is being delivered by NZTA and Auckland Transport to improve: freight efficiency, commuter travel, public transport and walking and cycling options. Next steps: project to wider community consultation and progress to notice of requirement.</p>	<p>NZTA/AT/ Auckland Council</p>
<p>Natural Environment, Heritage and Character</p>	<p>Manukau Harbour Restoration Project and Kaitiaki projects - improving how the coast, streams and riparian area are managed.</p>	<p>Good progress</p>	<p>Auckland Council is to complete Watercourse Assessments over the next three years in all urban catchments and rural catchments with growth areas. There is also a region-wide program for renewal of failed critical inlets and outlets being implemented.</p> <p>In conjunction Watercare Services has provided funding a three-year research programme by the National Institute of Water and Atmospheric Research (NIWA). The study will establish a coupled hydrodynamic and water-quality model of New Zealand's second-largest harbour. (2016)</p> <p>The initiative is supported by the East-West study and the commissioning of the Mangere Inlet Environmental study which is aimed at improving environment management of the inlet. A report has also been prepared on the prioritisation of projects on coastal edge. This has potential budget implication of proposed LTP. The Manukau Harbour Action Plan is in place however, there is no Manukau Marine spatial plan as yet and the broader restoration envisaged by the M-O Area Plan remains aspirational.</p> <p>Restoration and remedial work on Oruarangi Awa Creek is underway following a chemical spill in June 2013. Council and Makaurau Marae are working together on initiatives to reduce industry pollution at the source in the long term. The Industry Prevention Program funded by the Local Board and promoted by the Makaurau Marae to local commercial properties, has had a positive response.</p>	<p>Auckland Council/ Watercare Services/ Makaurau Marae</p>

Transport and Network Infrastructure outcomes	Māngere Wastewater Treatment Plant upgrade	Good progress	Construction work is underway for a 3 year upgrade of Watercare's Māngere wastewater treatment plant. The upgrade's centre piece is an additional biological nutrient removal facility which will be situated at the South East end of the property. The project includes the construction of a new road linking Ascot Road with Puketutu Island and the construction of an embankment that will shield the plant's neighbours from the new facility and which will ultimately provide a pathway between the Watercare coastal walkway and the Greenwood Road park. The new biological nutrient removal facility is under construction.	Watercare Services
Transport and Network Infrastructure outcomes	Hunua No 4, water main trunk pipeline installed	Good progress	Construction of the Hunua No 4 Watermain trunk pipe commenced in May 2012. This is a 28-kilometre-long pipe running from Manukau to Epsom, which will cater for population growth and increase the security of water supply to the Auckland region. Currently, construction is progressing ahead of schedule, with local communities in large parts of Manukau, Māngere and East Auckland being supplied by Hunua 4. Good progress continues to be made on the project. Water is now being supplied via the new watermain helping to provide security of supply to growing areas of Auckland. The final stage from Epsom to the Khyber Reservoirs is due to start in 2018.	Watercare Services
Transport and Network Infrastructure outcomes	Central Wastewater Interceptor project (trunk sewer line): Stage One advanced.	Good progress	Work continues on the detailed design of the Central Interceptor Project. Detailed geotechnical analysis has been undertaken which is helping to inform the design. Watercare continues to work with affected Local Boards on specific design details of shaft sites. Resource consents lodged with some under appeal.	Watercare Services
Transport and Network Infrastructure outcomes	Auckland Airport second runway development and new domestic terminal.	Good progress	It is anticipated that Auckland International Airport will provide Auckland Council with a request for a Notice of Requirement, re the 2nd runway, by the begin of 2017.	Auckland International Airport/ Auckland Council
Transport and Network Infrastructure outcomes	New Road Connection (Windrush Close to Waddon Place)	Limited progress	The road connection between Windrush Close and Waddon Place has not gone ahead as proposed as it did not meet the road transport funding requirements. However, both streets have become part of the Te Ara Mua - Future Streets programme. The M-O Local Board has supported an enhanced walkway from Waddon Place and the town centre carpark to Windrush Close utilising their Local Board Transport Capital Fund. This has allowed for a broad walkway and cycleway to connect the two streets. The concept is part of the Future Streets	Auckland Transport/NZ TA/Ministry of Business and Innovation/ Auckland

			Proposals to enhance connectivity and safety in Mangere streets. Windrush Close has also been included in the Mangere Future Streets programme and community consultation was undertaken April 2016 on the proposed changes. Next Steps: Complete Mangere Future Streets Programme.	Council
Transport and Network Infrastructure outcomes	Corridor Management Plan (Massey Road/ Māngere Road)	Good Progress/ Complete	Mangere/Otahuhu Sylvia Park Corridor Management Plan 2014 completed. The Route 32 A corridor management plan (CMP) has been prepared for Māngere - Ōtāhuhu-Sylvia Park (MOSP) which covers Thomas Road – Massey Road – Walmsley Road – Station Road – Mason Ave – Avenue Road. CMP is now complete. The recommended projects have been used as a basis for the phase which is now underway.	Auckland Transport
Transport and Network Infrastructure outcomes	Corridor Management Plans (Favona, Walmsley Road, and James Fletcher Drive)	No progress	The Corridor Management Plan has been completed for Walmsley Road in the Mangere/Otahuhu Sylvia Park Corridor Management Plan in 2014. This plan also includes Massey/Mangere Road above. No Corridor Management Plan has been prepared for Favona and James Fletcher Drive. Retain as aspirational project if desired.	Auckland Transport
Transport and Network Infrastructure outcomes	Old Māngere Bridge redevelopment	Good progress	A resource consent was granted for the new Mangere Bridge in early 2016. This was then appealed to Environment Court by members of the community (Jim Jackson and others) and mediation is currently underway.	NZTA
Natural Environment, Heritage and Character	Puketūtū Island rehabilitation with clean fill and treated bio solids from adjacent Māngere Wastewater Treatment Plan to create a new regional park	Limited progress	Watercare and the Island Trust entered into a 55 year lease agreement with regard to Puketūtū Island on 5 August 2011. The lease is registered under CT 561 1233 and covers all of the Island except the Marae precinct. The initial term of the lease runs for 55 years with the right of renewal for a further term of 15 years. The Island Trust operates in conjunction with the Te Motu a Hiaroa Charitable Trust which has a governance role for Puketutu Island. Under the lease agreement with Watercare biosolids will continue to be placed on the central area of Puketutu Island at an agreed levy price of \$1.08 per ton. The remainder of the island is managed by the Island Trust which includes Council and Iwi representatives. A trust has been established as CCO. The Trustees were appointed in May, 2015. The capex programme is dependent on the outcome of the LTP process and then within that the allocation of any budget.	Te Motu a Hiaroa Charitable Trust/ Auckland Council/ Watercare Services/ Mana whenua

<p>Transport and Network Infrastructure outcomes</p>	<p>Kiwi Esplanade Development projects, including a new walk and cycleway to Ambury Farm, upgrading Waterfront Road Ambury Farm, upgrading Waterfront Road and Premier Park</p>	<p>Good progress</p>	<p>Significant progress continues to be made on Mangere-Otahuhu Local Board walkway and cycleway projects. This includes Kiwi Esplanade and other projects along the Manukau harbour and Manukau Inlet: The Kiwi Esplanade design phase underway and other budgets available for esplanade development. It is proposed widening of existing path (design/install) from Coronation Road through to Ambury Park to accommodate pedestrian and cycle traffic and the continuing of the rock wall revetment (erosion control) along the coast from MYMBC (Manukau yacht and motorboat club on west end of Kiwi Esplanade) down to Ambury Park.</p> <p>The capex programme is dependent on the outcome of the LTP process and then within that the allocation of any budget. A resource consent has also be provided for the Mahunga Drive and the Favona esplanade reserve walking and cycleway.</p> <p>In 2015 mangroves were removed from 1.5 hectares of the harbour at Kiwi Esplanade, 4.2 hectares at Mahunga Drive, and 1.1 hectares at Norana Park. The board provided \$530k in its 2015/16 financial year for mangrove management. A resource consent application was prepared to remove mangroves in the following locations in the Māngere-Ōtāhuhu Local Board area. This included Kiwi Esplanade as well as Norana Beach/Norana Park, Mahunga Drive and Hastie Ave.</p> <p>The Local Board have also identified two other sites as having priority a separate resource consent application is being prepared due to issues around the size of the areas involved. Those sites are Harania Creek/James Fletcher Drive and South-eastern coastal margin of Māngere Inlet.</p>	<p>Auckland Transport/ Auckland Council</p>
<p>Transport and Network Infrastructure outcomes</p>	<p>Stormwater Catchment Management Plan (CMP). Prioritisation of six CMP areas: Māngere Inlet, Papatoetoe-Tāmaki, Pūkaki-Waokauri, Ihumatāo and Manukau Super Catchment Project</p>	<p>Good progress</p>	<p>Stormwater hydraulic modelling and flood mapping for Mangere Inlet, Papatoetoe Tamaki River and Pukaki Waokauri Creek catchments have been well advanced. This work is being undertaken by the Health Waters team Following completion of the catchment modelling, options analysis will be undertaken to identify capital works required to provide the required levels of service for both now and future. Stormwater hydraulic modelling for Ihumatao has been completed. Flood mapping and option analysis will be undertaken to identify capital works required to provide the required levels of service for both now and future. These will lead to future design work and are part of long term projects. The stormwater discharge consent application for the Manukau harbour Consolidated Receiving Environment has been superseded by the Regional stormwater network discharge consent application. The</p>	<p>Auckland Council/ Healthy Waters</p>

			application is to be lodged in a few months' time when decision on stormwater rules in the Unitary Plan is released. Next Steps continue project.	
Transport and Network Infrastructure outcomes	Public transport infrastructure improvements. E.g. bus stops/shelters bus seat for Māngere-Ōtāhuhu Local Board area, between Favona and Ōtāhuhu.	Good progress	Bus and transit lanes are proposed between Māngere, Ōtāhuhu and Sylvia Park. Improvements include sheltered bus stops, upgraded bus stops at Ōtāhuhu town centre, an upgraded bus station at Māngere town centre as well as new walking and cycling facilities. Expected to be completed at the end of 2016. Next Steps continue project.	Auckland Transport
Transport and Network Infrastructure outcomes	Wastewater and stormwater infrastructure improvements (Watercare wastewater 'red zone') includes Māngere, Favona and Māngere Bridge	Limited progress	Red zones are no longer used across Auckland. Development in areas that used to be red zones will require conditions imposed at building or resource consenting stages to mitigate the adverse effects, but will be allowed to connect to the network if those conditions are met. With regards to stormwater. Several major stormwater upgrade works have been undertaken in the past years. Planned capital improvement works will be implemented based on the citywide prioritisation programme. Healthy Waters advised that upgrade projects in the Māngere-Ōtāhuhu are have been prioritised.	Watercare Services/ Auckland Council
Transport and Network Infrastructure outcomes	Complete Kirkbride Road grade separation project and State Highway 20(A) upgrade and interchange (in line with outcomes of the SMART study)	Good progress	SH20A is the primary route to and from Auckland Airport and forms a strategic link between the Western Ring Route (SH20 and SH16), the Airport Business District and the greater Auckland area. Objectives –improve trip reliability, reduce trip time and delays, offer better mode choice with improved Bus Infrastructure, take into account local arterial network, improve safety particularly at Kirkbride Road and support growth. Projects involves: <ul style="list-style-type: none"> • Upgrading SH20A to motorway standard (currently expressway standard) • Providing for future bus shoulder lanes on each side • Creating a grade-separated intersection at the SH20A/ Kirkbride Road intersection • Improving landscaping, lighting and urban design features • Removing cycleway facilities from SH20A and relocating cycling provision onto the local road network. Construction commenced in 2015 and is ongoing. 	NZTA

<p>Transport and Network Infrastructure outcomes</p>	<p>New local cycling connection (Auckland International Airport to Stonefields and to the region wide cycling network)</p>	<p>Limited progress</p>	<p>The Māngere-Ōtāhuhu Local Board has developed Mangere-Otāhuhu Local Path Plan (draft plan) and formerly referred to as the 'greenways' plan), which aims to provide a safe, pleasant and educational network of walkways and cycleways. The Draft Plan was presented to the board in January 2014. The priority projects were developed in 2015 and work-shopped with the Local Board on 8 June 2016, where the various routes were described and discussed in terms of their feasibility. The council has identified a Māngere Gateway heritage route, that recognise the heritage and character of the area. The entire route runs from Auckland International Airport to Māngere Bridge township and Māngere Mountain. The heritage route is intended to create a visitor experience highlighting the natural and cultural heritage resources of the Māngere area. (2016).</p>	<p>Auckland Council</p>
--	--	-------------------------	--	-------------------------

<p>Transport and Network Infrastructure outcomes</p>	<p>Improved walking and cycling connections: from Māngere Bridge to Ōtāhuhu along the esplanade and Māngere Bridge Town Centre to waterfront</p>	<p>Good progress</p>	<p>Mangere Future Streets programme is being rolled out. In November 2015 \$8m funding was confirmed to deliver the following Future Street projects:</p> <ul style="list-style-type: none"> •Improvements along Mascot Avenue. •Improvements in the town centre car park. •A community trail. •Improvements along Friesian Drive and Imrie Ave. •Improvements to pedestrian crossings on Massey Road. <p>Mascot Avenue development work underway April 2016, with improved pedestrian and cycling facilities, dedicated cycle lanes and planting. Pershore Avenue redevelopment which included expanded walkway and cycleway completed. Windrush Close consultation period for redevelopment including part cul de sac, April 2016. Approximately \$1,000,000 of additional funding has been identified within Walking and Cycling budgets that can be transferred to the 'Future Streets' project. Although details are not confirmed the extra money will allow the project to complete planned but previously unfunded work in both Friesian Drive and Imrie Road. Mascot Ave Physical works are going well and at the time this report was written are about 85% complete.</p> <ul style="list-style-type: none"> · Closure of Windrush Close – Public consultation is complete and is generally favourable. The issues raised were able to be addressed and final planning and consenting is being conducted · Windrush to Waddon Walkway – The ducting for the street lighting within the park has been completed and work on the speed table and tactile surfacing at the north entrance will started on schedule. This part of the project is 60% complete. . · Windrush to Mascot Walkway – This part of the project is almost finished and about 90% complete. Next steps: complete project. 	<p>Auckland Transport, NZTA, Auckland Council/ Ministry of Business and Innovation</p>
<p>Transport and Network Infrastructure outcomes</p>	<p>Māngere town centre bus station and interchange improvements</p>	<p>Good progress</p>	<p>Māngere Town Centre bus station and interchange improvements in progress. Design and Resource Consent underway. On 7 June 2016 a 'blessing' was conducted for the Mangere Bus Station project. Construction to start in October 2016.</p>	<p>Auckland Transport</p>

Transport and Network Infrastructure outcomes	Improved walking and cycling connections (Māngere town centre and surrounds)	Good Progress/Complete	Mangere Future Streets programme is being rolled out. In early November 2015 \$7m funding was confirmed to deliver the following projects: Mascot Avenue development work underway April 2016, with improved pedestrian and cycling facilities, dedicated cycle lanes and planting. Pershore Avenue redevelopment which included expanded walkway and cycleway completed. Waddon Place and Windrush Close connection improved and Mangere Town centre car parks landscaped. Further consultation on the Windrush Close redevelopment, including part cul de sac, is currently underway April 2016.	Auckland Transport/NZTA/Ministry of Business and Innovation/Auckland Council
Transport and Network Infrastructure outcomes	Pūkaki Road upgrade	No progress	Twenty metres of new footpath provided. Limited progress on road upgrade. Retain as aspirational project. (2016).	Auckland Transport
Transport and Network Infrastructure outcomes	Māngere East bus shelter improvements and upgrades	No progress	There has been a general upgrade to the public transport service in the Mangere- Otahuhu area. This has included improvements in the Māngere Town Centre to Otāhuhu bus services and infrastructure. The specific proposed project to change the configuration of the Mangere East stop by taking the buses of Massey Road has not gone ahead at this stage. Next steps - review if Mangere east bus station project is still required.	Auckland Transport
Transport and Network Infrastructure outcomes	Improve walking and cycling connections between Otāhuhu town centre and bus station to rail station and from Otāhuhu town centre to Otāhuhu West along Princess Street and intersection over Southern Motorway	Limited progress	The Māngere-Ōtāhuhu Local Board has developed a comprehensive Māngere-Ōtāhuhu Local Path Plan (draft plan and formerly referred to as the 'greenways' plan), which aims to provide safe and pleasant street scape. This upgrade is underway with sections of Mason Avenue (2015) and Avenue Road (2016) underway and major works and Great South Road, Mason Avenue and Station road for 2017/1819 financial years. In all \$17 million has been provided for these projects and planned to coincide with the Otahuhu Station Transport interchange opening. Next steps - deliver street up grades in Mason Avenue and the Avenue. Investigate urban design linkages between Sturges Park and The Tōia - Ōtāhuhu recreation precinct. Development Project Office.	Development Project Office Auckland Council/AT
Transport and Network Infrastructure outcomes	Provide for safe local roads and investigate opportunities to ease traffic congestion	Good progress	The Te Ara Mua - Future Streets Programme in Māngere has been set up to provide for safe local roads. Construction of these projects is currently underway in improved walking and cycling routes in and around Mascot Avenue, Waddon Place, Windrush Close, Pershore Place and Imrie Place. The aim of the Future Streets programme is to make walking and cycling safer in these streets and to reduce congestion through walking and cycling.	NZTA/Auckland Council/AT

<p>Transport and Network Infrastructure outcomes</p>	<p>Deliver improved walking and cycling connections along and across Favona Road.</p>	<p>Good progress</p>	<p>The Mangere-Otahuhu Local Board has supported the Area Plan in producing a comprehensive local pathway plan for the local board area. Significant work has been undertaken to develop the plan, including proposed route locations, their opportunities, constraints, cultural, ecological and educational value. Sections of this development have been consulted on and a resource consent. This includes the section from Mahunga Drive and along the Favona Esplanade reserve. Routes I, J, K, and O are suggested for planning and delivery within the next five years for these reasons:</p> <p>a) Route I (Mahunga Drive to Hastie Avenue) is short, flat, council owned, will benefit from eco-restoration and does not have any significant developmental issues.</p> <p>b) Route J (Hastie Ave to Walmsley Rd and the Market Cove Special Housing Area (SHA) is also relatively flat, on council owned land, and involves a proposed board walk to the Market Cove site which will require a consent within the CMA.</p> <p>c) Route K is the proposed Norana Path between Walmsley Rd and Norana Park. It may require sections of board walk, exclusion or buffer areas away from industrial land or premises with hazardous goods and is not considered difficult to construct.</p> <p>d) Routes I – K are currently in the design phase. The design plans are ready for public consultation and the routes will be the ‘first off the rank’ In Māngere-Ōtāhuhu.</p> <p>Current funding consists of \$80,000 Capex for design and consenting in 2016, \$135,000 Capex in 2017, with \$200,000 growth funding in the 2016/17 year.</p>	<p>Auckland Transport/ NZTA/ Auckland Council</p>
<p>Transport and Network Infrastructure outcomes</p>	<p>Provide for safe local roads and investigate opportunities to ease traffic congestion</p>	<p>Limited progress</p>	<p>The Te Ara Mua - Future Streets Programme Māngere has set to provide for safe local roads. Construction is current under way for improved walking and cycling routes in Mascot Avenue, Waddon Place, Windrush Close, Pershore Pace and Imrie Place. The aim of the Future Streets programme is to make walking and cycling safer in these streets and to reduce congestion through walking and cycling.</p>	<p>Auckland Transport/ NZTA/ Ministry of Business and Innovation/ Auckland Council</p>

Transport and Network Infrastructure outcomes	Investigate options to better connect settlements such as Ihumatao and Pukaki.	Limited progress	A major investigation and review of South Auckland public transport routes has been undertaken. This includes the Mangere-Otahuhu Local Board area. This has resulted in an upgrade of major bus routes and Otāhuhu transport interchange. The investigation has not specifically addressed the issues raised by the Ihumatao and Pukaki communities.	Auckland Council/AT
Transport and Network Infrastructure outcomes	Provide for high frequency bus and potential train services that connect Māngere town centre and Favona local centre to the surrounding neighbourhoods, Airport, Ōtāhuhu and Māngere Bridge.	Good progress	The New Network to be implemented in late 2016 will include frequent bus services connecting Mangere to the Airport, Ōtāhuhu and Māngere Bridge. It will also include a bus link from Favona to Mangere, Mangere Bridge and Onehunga. The SMART study provides for a public transport rail connections serving Mangere. A business for the best public transport options is still required, however, Light Rail is seen as an increasing popular option.	Auckland Council/AT
Natural Environment, Heritage and Character	Provide for wastewater, stormwater and water supply systems that can accommodate the anticipated increase in population and future flooding events.	Good progress	Watercare is responsible for the provision of water and wastewater services. Existing infrastructure continues to be able to deliver services for future growth. Major infrastructure such as the Hunua 4 Watermain help to maintain service level standards to areas where density is increasing. An options analysis will soon be undertaken for the stormwater catchments in the area to identify capital works required to provide the required levels of service for both now and future.	Auckland Council/ Watercare Services
Natural Environment, Heritage and Character	Promote opportunities for the public to access and enjoy the coast, while recognising that for reasons of public safety and the security needs of adjacent activities this will not always be possible.	Good progress	Watercare Services have completed the Ihumatao Coastal walkway south of Watercare's treatment plant. Concept designs have also been completed for the Kiwi Esplanade walkway and cycle path. A proposed cycleway and walkway along Mahunga Drive and the Favona Esplanade reserve has also been designed and consented. This part of the Mangere-Otahuhu greenway (green paths) plan. Under the Auckland Unitary Plan the area north of Ascot Road and west of Greenwood Road has been zoned Light Industry. This is to provide for the future needs of the Watercare plant and security of the site.	Auckland Council/ Watercare Services
Natural Environment, Heritage and Character	Identify contaminated land in Mangere Otahuhu, such land previously used for agriculture and landfill, and require remediation before future developments occur.	Good progress	Any sites with historical/current use as horticulture, market garden or glasshouses are deemed potentially contaminated until reported on in accordance with the Contaminated Land Management Guidelines No. 1 – Reporting on Contaminated Sites in New Zealand, Ministry for the Environment, Wellington, by a suitably qualified and experienced practitioner. Therefore any applications for building consent or resource consent need to include a site investigation report to determine the status of the site contamination.	Auckland Council

Natural Environment, Heritage and Character	Identify and improve important public viewpoints (including along arterial roads) to help people find their way, create a visual link between the areas and contribute to community identity.	Good progress	Regional Significant Volcanic View shafts and Height Sensitive Areas have been identified within the Auckland Unitary Plan. These relate specifically to Mangere Mountain in the Mangere-Otahuhu Local Board area. The viewshafts of Mangere Mountain are identified from State High 20 Mangere, Mangere Road Bridge and Onehunga. These create a visual link between the areas and contribute to community identity. other aspects of the natural and cultural landscape are likely to be considered in the future for protection.	Auckland Council
Natural Environment, Heritage and Character	Promote visual and physical access to the links between the coastal edge, waterways, portage and volcanic features, including Mangere Mountain, Mt Richmond, Sturges Park, Pukaki/Crater and the Otuataua Stonefields.	Good progress	This outcome has been addressed by a range of projects. These including the Watercare Services coastal walkway and the rehabilitation of the Oruarangi stream, the Otahuhu Special Area project to restore the Otahuhu Portage as public open space and the Maori Heritage Unit programme to identify and protect important parts of the cultural and physical landscape. With these to be included in potential Plan Change in March 2017. These projects aim to promote the links between the coastal edge, waterways, the portages and volcanic features.	Watercare/ Auckland Council
Natural Environment, Heritage and Character	Establish Industrial Management Areas in and around the Otahuhu and Favona industrial areas to manage the effects industrial activities, and avoid those that do not fit in the area.	Good progress	This Outcome/Action has sought a spatial or planning based solution for conflicting activities. In this case the Proposed Unitary Plan had included an Air Quality Buffer zone for Heavy Industry in the Otahuhu and Favona industrial areas. After consideration by the Independent Hearings Panel (IHP) these were removed. The IHP cited that air discharges could be managed under existing legislation and that a blanket control would be an indiscriminate method of controlling any discharges. However, in general the Light Industry zoning proves a buffer to any Heavy Industry zoning. The Auckland Unitary Plan does however provide for a list of activities that are sensitive to noise. Activities sensitive to noise: for example visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centres and healthcare facilities with an overnight stay facility.	Auckland Council
Natural Environment, Heritage and Character	Develop policy for areas adjacent to major transport areas that address stormwater run-off and the effects of noise and odour	Good progress	The proposed transport noise corridor was removed from the Auckland Unitary Plan by the IHP. The view of the panel was that these outcomes and activities should be mitigated by national standards. For example stormwater managed by National Road Construction Standards.	NZTA/ Auckland Council

<p>Natural Environment, Heritage and Character</p>	<p>Reconnection the traditional Maori portage between the Tamaki Estuary and the Manukau Harbour.</p>	<p>Good progress</p>	<p>Under the Unitary Plan the Portage area between Saleyards Road and Atkinson Avenue, Otāhuhu has been rezoned Public Open Space - Informal Recreation. The Public Open Space- Informal Recreation zoning allows for a range of recreational activities. The land in question is owned by Council. The Portage has been included within the Otāhuhu Special Project Area and the rehabilitation and development of the portage has been identified as key project. Initial development and design work is current in progress. The Mount Richmond (portage) is being investigated as part of the part of the East-West Link design work.</p>	<p>Community Facilities/ Auckland Council/NZTA</p>
<p>Natural Environment, Heritage and Character</p>	<p>Māngere Gateway programme and associated projects, including: Otuataua Stonefields Visitor Centre – Stage 1 construction - 2013 Ongoing development, with iwi, of guided and self-guided walks and other marae-based activities. Puketūtū Island – improved public access - 2015 Detailed development of the arts interpretation, re vegetation environmental, signage and walkways strategies 2015 - 2018.</p>	<p>Limited progress</p>	<p>Māngere Gateway programme and associated projects are no longer funded. The initial proposal to build a visitor centre on the Oruarangi Stonefields area has been withdrawn. Likewise the proposal to develop the nearby Rennie House as a cultural and a visitors centre has been set aside as a result of budget limitations. ATEED + Māngere -Otāhuhu Local Board are to investigate alternative options for a visitor experience. The Rennie House site has been zoned Future Urban zone under the Unitary Plan. ATEED and the Local Board are working with iwi focusing on development of visitor products and services and the concept of destination rather than capital works and a gateway. Potential alternative options for a visitor centre – to be led by Local Board, iwi and ATEED. Watercare services has recently completed the coastal walkway south of the Watercare treatment plant. Puketūtū Island is now managed by the Island Trust in accordance with the Tūpuna Māunga Integrated Management Plan & Operational Plan. Ōtuataua Stonefields area could be an aspiration of co-management for Mana Whenua. A site situated on the northern coastal edge of Ōtuataua (500 Island Rd) has been nominated by Te Ahiwaru through the Maori Cultural Heritage project for potential scheduling through a future plan change.</p>	<p>Auckland Council/ ATEED/Iwi</p>

<p>Natural Environment, Heritage and Character</p>	<p>Co-governance and co-management with iwi (Implementation of a framework for facilitating) Includes a number of potential co-management areas such as Māngere Mountain and Ōtuataua Stonefields</p>	<p>Good progress</p>	<p>Co-governance / co-management aspirations should be considered through existing arrangements as there a number of existing Co-governance examples in place. For example the Pukaki co-management committee for Pukaki Lagoon (Te Ākitai & MOLB). Here Te Ākitai is currently pursuing the inclusion Crater Hill Lake only (Portage Rd Reserve) under this co-mgmt. committee as well.</p> <p>Likewise Māngere Mountain/Te Ara Pueru/Te Pane o Mataaho is currently administered by the Tūpuna Māunga o Tāmaki Makaurau Authority. Together with Ambury Regional Park is an area of significant cultural value to Māori, and co-management could be an aspiration for Mana Whenua.</p> <p>Māngere Mountain Education Centre is governed by the MMEC Trust and Waiohua reps are on this Trust. It is suggested that a new structure be explored that includes integrated co-management of both Ambury Regional Park and Mangere Mountain by Council, Mana Whenua & community reps.</p> <p>Puketūtū Island is managed by the Motu a Hiaroa trust (3 iwi reps, AC and 2 Watercare reps.) Ngati Te Ata are excluded from this Environ Court arrangement, but they have a significant interest in this motu (island).</p> <p>Puketūtū has been nominated by Ngati Te Ata & Te Kawerau a Maki for the MCH project for potential scheduling through a future plan change. All of the sites mentioned are significant. Te Ākitai Waiōhua have a relationship with the Parks South team to work together and share the responsibility for co-managing Te Pūkakitapu o Poutūkeka Historic Reserve (Pukaki Crater) and Associated Lands.</p>	<p>Auckland Council/Te Akitai/Ngati Te Ata</p>
--	---	----------------------	---	--

<p>Natural Environment, Heritage and Character</p>	<p>Ōruarangi Awa Improvement Project including completion of Ihumatāo Catchment Management Plan</p>	<p>Good progress</p>	<p>The modelling for the Ihumatao catchment has been completed. The Ihumatao Stormwater Management Plan will be commenced the 2016/2017 financial year. This also relates to the Ōruarangi SHA. Watercare has undertaken extensive environmental rehabilitation of the Oruarangi River as part of the major Mangere Wastewater upgrades.</p> <p>Healthy Waters are currently working with Mana Whenua to develop the concept design for a stormwater treatment facility to mitigate the impacts of contaminants and spills in the Airport Oaks sub-catchment. This will also involve riparian planting improvements. Restoration and remedial work on Oruarangi Awa Creek is underway.</p> <p>Auckland Council and Makaurau Marae are working together on initiatives to reduce industry pollution at the source in the long term. Ōruarangi Awa has been nominated by Te Ahiwaru & Te Ākitai for the Maori Cultural Heritage project for potential scheduling through a future plan change. Te Motu a Hiaroa Charitable Trust will acquire freehold title to Ōruarangi Creek from Watercare. Long-term sustainable restoration projects should include this group as key stakeholder.</p>	<p>Auckland Council/ Wai care (Watercare Services)</p>
<p>Natural Environment, Heritage and Character</p>	<p>King Tāwhio cottage ongoing maintenance and support</p>	<p>Limited progress</p>	<p>Discussions with the MMEC Trust will determine matters for King Tāwhiao's cottage including funding.</p>	<p>Auckland Council</p>

<p>Natural Environment, Heritage and Character</p>	<p>Heritage and Landscape Surveys Undertake the delivery and implementation of the following for the Māngere-Ōtāhuhu local board area:</p> <ul style="list-style-type: none"> - coastal heritage survey and assessment - landscape survey and assessment - heritage survey and assessment of town centre, residential and industrial areas, including Māngere Town Centre, Māngere Bridge and Ōtāhuhu - volcanic features, heritage protection and conservation (view shafts included) 	<p>Good progress</p>	<p>Otahuhu Historic Survey prepared for Auckland Council by Matthews & Matthews Architects Ltd in 2013. This report was initiated at a similar time to the M-O Area Plan. The study incorporated a detailed of the Otāhuhu Town Centre. Aspects of this survey were incorporated into the Unitary Plan - protection for the Otahuhu Town Centre and the provision of Historic Heritage in Lippiatt Street and Historic Character in Awa Street (railway houses).</p> <p>As part of the UP process an Auckland-Wide study of Pre1944 properties undertaken this included properties within the Māngere - Otāhuhu Local Board Area. The Pre1944 study and the Heritage Survey identified a number of additional properties within the Māngere-Otāhuhu Local Board area for scheduling within the Auckland Unitary Plan.</p> <p>A second heritage study incorporating Mangere, Māngere East and Favona has been commissioned by the MO Local Board and is expected to be completed in mid-2016. This will support earlier work done in the Pre 1944 study. It is recommended that Māori cultural surveys & assessments be undertaken. Potentially through a shared Heritage survey and needs to include Manu whenua developing the process for the survey of Māori Cultural Heritage. The following coastal sites have been nominated through the Maori Cultural heritage project for potential scheduling through a plan change:</p> <ul style="list-style-type: none"> - Te Tiki pā (Te Ahiwaru & Te Ākitai) - Ohaea (Te Ahiwaru & Te Ākitai) - Ihumātao (Te Ahiwaru & Te Ākitai) <p>MCH project (Heritage unit) is improving the identification, mapping, protection and management of sites and places of significance to MW. This project is looking to schedule sites nominated by Mana Whenua. The survey above can capture multiple sites in the Manukau Harbour that may not be scheduled through a future Plan Change. However, it is intended that a number of these sites will be scheduled through a plan change process.</p>	<p>Auckland Council</p>
<p>Natural Environment, Heritage and Character</p>	<p>Undertake and complete the Environmental Resilience and Natural Hazard study for Māngere Ōtāhuhu, including the Auckland wide Flood Alleviation programme and coastline erosion control.</p>	<p>Limited progress</p>	<p>The Natural Hazard Risk Management Action Plan (NHRMAP) is an Auckland Plan initiative to help build a city that is resilient to the effects of natural hazards. It will ensure that Auckland Council has a coordinated risk management approach embedded in its work practices. This project has been Auckland -wide rather than focused on the Mangere-Otahuhu Area.</p>	<p>Auckland Council</p>

Natural Environment, Heritage and Character	Undertake priority research into sites and areas of cultural interest to Māori to inform future development.	Good progress	The cultural interest to Māori' includes taurahere and educational marae in the area. These marae communities in need to be include in any research scope. Mana Whenua are already familiar with their sites & areas of cultural value. These have been identified through the Sites of Value & Sites of Significance layers, treaty settlement redress and the MCHP. Future research or scoping work should focus on the implementation of management options and Māori heritage promotion. In their assessment of sites of value the UP Independent Hearing Panel requested further research before these sites could be scheduled.	Maori Heritage Unit/ Auckland Council
Natural Environment, Heritage and Character	Resourcing of Mana Whenua for ongoing engagement on key projects and co-management arrangements.	Good progress	Watercare continues to support the Kaitiaki Forum where Watercare project related matters are discussed. Auckland Council funding during LTP reviews needs to provide for sites currently co-managed with Mana Whenua. For example funding for a Reserve Management Plan / Concept Plan for Pukaki Lagoon and Crater Hill Lake which function through a co-management committee with Te Ākitai & the Māngere Otāhuhu Local Board. Council currently has a full time Maori engagement officer. There is an ongoing need to build capacity through capacity building contracts with iwi. Māngere-Ōtāhuhu Youth Hui was held to discuss ways young people might support the work of the Māngere-Ōtāhuhu youth representative to the Auckland Council Youth Advisory Panel and a potential process for electing their next representative. In December 2013 a hui was held with Manawhenua on the Auckland Plan. Mana whenua have also individually or collectively informed development of cycling infrastructure. Individual Council projects need to allow for a budget for mana whenua engagement e.g. Unitary Plan. It is proposed that the action also be reworded to include engagement of taurahere.	Auckland Council Re-word to resourcing of Māori for ongoing engagement, as projects may include taurahere.
Natural Environment, Heritage and Character	Māori community projects – investigate targeted funding support for Māori social and cultural development including Council expertise and technical support.	Good progress	Funding during LTP reviews needs to include the delivery of aspirations for sites currently co-managed with MW i.e. funding for a Reserve Management Plan / Concept Plan for Pukaki Lagoon and Crater Hill Lake which are a co-management committee with Te Ākitai & MOLB.	Maori Heritage Unit/ Auckland Council/Te Ākitai

Natural Environment, Heritage and Character	Integrate Maori urban design principles into the design of built environment and open space.	Good progress	The Tōia - Otahuhu Community Recreation facility strongly reflects Māori design thinking in its form. The Ōtāhuhu Transport Interchange also reflects Maori design principles. The Otahuhu Special Area projects, eg Ōtāhuhu Streetscape upgrades and Portage Project also intend to integrate these design principles. The recently completed Samoan High Commission in the Mangere Town Centre strongly reflects Pacifica design principles.	Auckland Design Office/ Auckland Council
Natural Environment, Heritage and Character	Provide provision of additional land for urupā (at Makaurau Marae – existing urupā near capacity)	Limited progress	Need to provide for additional land for urupā at Pukaki urupā (98 Pukaki Rd) this urupā is near capacity and concern that Airport development may discover more kōiwi which will be interned at Pukaki urupā as per an order from Maori Land Court.	Maori Heritage Unit/ Auckland Council /Te Ākitai
Natural Environment, Heritage and Character	New Marae at Puketūtū	Limited progress	Marae precinct identified and zoned for in Unitary Plan, a Special Purpose Area Maori has been zoned. There is a need for feasibility study determined how to develop project.	Iwi/Maori Heritage Unit/ Auckland Council/ Watercare
Natural Environment, Heritage and Character	Develop and implement a Mana Whenua Management Area within the vicinity of Pūkaki Marae including the coastal environment	Limited progress	Need engaging with Pukaki Marae and possibly the Pukaki co-management committee. The marae can determine best approach to working within the Pūkaki MW Management Area. This likely be a high aspiration through the LTP review, especially with the Airport development and the rural production zone impacting on waterways. Pukaki co-governance and Urupā management crater erosion rehab is underway. Endorsing the Water Reserve for inclusion under the Co-management Committee will recognise the Rangatiratanga of Te Ākitai Waiōhua and enable appropriate protection and management of the site under their kaitiaki responsibilities. The established Co-management Committee is a good example for managing the protection of Pukaki Crater and the Water Reserve.	Maori Heritage Unit/ Auckland Council /Te Ākitai
Natural Environment, Heritage and Character	Pūkaki Marae - new papakāinga facility	Good progress	Five of the eight papakainga homes have been constructed. A number of families have moved in and administration has been established.	Maori Heritage Unit/ Auckland Council/Te Ākitai/HNZC

Transport and Network Infrastructure outcomes	Pūkaki Marae (Seawall protection works)	No progress	No current progress on the seawall.	Auckland Council /Te Ākitai
Natural Environment, Heritage and Character	Protect, enhance and celebrate the significant historical features of the waka portage and canal portage routes Otahuhu, Mount Richmond and Sturges Park.	Good progress	Under the Unitary Plan the Portage area between Saleyards Road and Atkinson Avenue, Otāhuhu has been rezoned Public Open Space - Informal Recreation. The Public Open Space- Informal Recreation zoning allows for a range of recreational activities. The land in question is owned by Council. The Portage has been included within the Otāhuhu Spatial Priority Area and the rehabilitation and development of the portage has been identified as key project. Scoping on design work has been undertaken. A design budget of \$700 thousand has been provided with an initial design phase set aside between December 2016 and March 2017. At the same time the Mt Richmond (portage) is being investigated as part of the part of the East-West Link design work.	Maori Heritage Unit/ Auckland Council
Natural Environment, Heritage and Character	Where appropriate protect and identify heritage buildings and places, and ensure that future development complements existing heritage features and values.	Good progress	<p>Otahuhu Historic Survey prepared for Auckland Council by Matthews & Matthews Architects Ltd in 2013. This report was initiated at a similar time to the M-O Area Plan. The study incorporated a detailed of the Otāhuhu Town Centre. Aspects of this survey were incorporated into the Unitary Plan - protection for the Otahuhu Town Centre and the provision of Historic Heritage in Lippiatt Street and Historic Character in Awa Street (railway houses).</p> <p>As part of the UP process an Auckland-Wide study of Pre1944 properties undertaken this included properties within the Māngere - Otāhuhu Local Board Area. The Pre1944 study and the Heritage Survey identified a number of additional properties within the Māngere-Otāhuhu Local Board area for scheduling within the Auckland Unitary Plan.</p> <p>A second heritage study incorporating Mangere, Māngere East and Favona has been commissioned by the M-O Local Board and is expected to be completed in mid-2016. This will support earlier work done in the Pre 1944 study. Māori cultural surveys & assessments are currently being undertaken with the objective of including much of this material into the Auckland Unitary Plan via a Plan Change.</p>	Maori Heritage Unit/ Auckland Council

<p>Natural Environment, Heritage and Character</p>	<p>Ihumatao Peninsula Future Urban Area - Identify and provide for the significant characteristics of the area, including:</p> <ul style="list-style-type: none"> - Māori cultural associations with the area, including waahi tapu - heritage and historic associations - the Otuataua Stonefields Historic Reserve - landscape and amenity values - the Manukau Harbour and coastal environment - the Auckland International Airport and business zoned lands. 	<p>Good progress</p>	<p>The Māngere Gateway area is a priority for Mana Whenua. The primary iwi groups for this area are: Te Akitai Waiohū; Ngāti Te Ata Waiohū; Te Ahiwaru; Te Kawerau a Maki; Ngāti Tamaoho; Ngāti Whātua Ōrakei (re. Mangere Māunga); Waikato Tainui.</p> <p>Two Future Urban Areas within the Māngere Gateway identified under the Auckland Council Plan (Manukau Section). One along Ihumatao Road and a second in Oruarangi Rd. The Oruarangi Road area was approved as an SHA and subject to the SHA legislation. Consent was processed under PAUP rules. The SHA legislation has zoned the area Mixed House Suburban (MHS) and Rural Coastal zone..</p> <p>The following site/s are within the Māngere Gateway programme & have been nominated through the Maori Cultural Heritage project for potential scheduling through a plan change. Together they form part of the Ihumātao cultural landscape:</p> <ul style="list-style-type: none"> -Puketūtū Island/Te motu a Hiaroa (Ngāti Te Ata & Te Kawerau a Maki) - Ihumātao (Te Ahiwaru & Te Ākitai) - Waitomokia (Te Ahiwaru & Te Ākitai) - Ōruarangi Awa (Te Ahiwaru & Te Ākitai). Contact: Maori Heritage Programme Lead, Heritage, Plans & Places. <p>With regard to Puketūtū Island on 5 August 2011 Watercare and the Island Trust entered into a 55 year lease agreement. The lease covers all of the Island except the Marae precinct. A trust has been established as CCO. The Trustees were appointed in May, 2015. The capex programme is dependent on the outcome of the LTP process and then within that the allocation of any budget.</p>	<p>Maori Heritage Unit/ Auckland Council</p>
<p>Natural Environment, Heritage and Character</p>	<p>Develop Local Culture and Art Strategy developed.</p>	<p>Good progress</p>	<p>Local Culture and Art Strategy has been developed by Arts, Community and Events in conjunction with the Mangere-Otahuhu Local Board. The result has been the establishment of the Community Art Broker. This has been working successfully. The MOCAB contract began in September 2015 and has become established and valuable tool in arts development. The Mangere-Otāhuhu Local Board has invested 100k for arts broker in 2015 and 2016. The Board have also then have invested additional budget for activities in Mangere Arts Centre under the auspices of the Arts, Community and Events. The Regional Arts and Cultural Action Plan - Toi Whitiki was completed and adopted 2015 and was produce by the Community and Social Policy.</p>	<p>Arts, Community and Events/ Auckland Council</p>

