

submission to
Onehunga Foreshore Restoration Project
By
The Onehunga Enhancement Society (TOES)

11-00am
16th December 2011
Manukau Service Centre

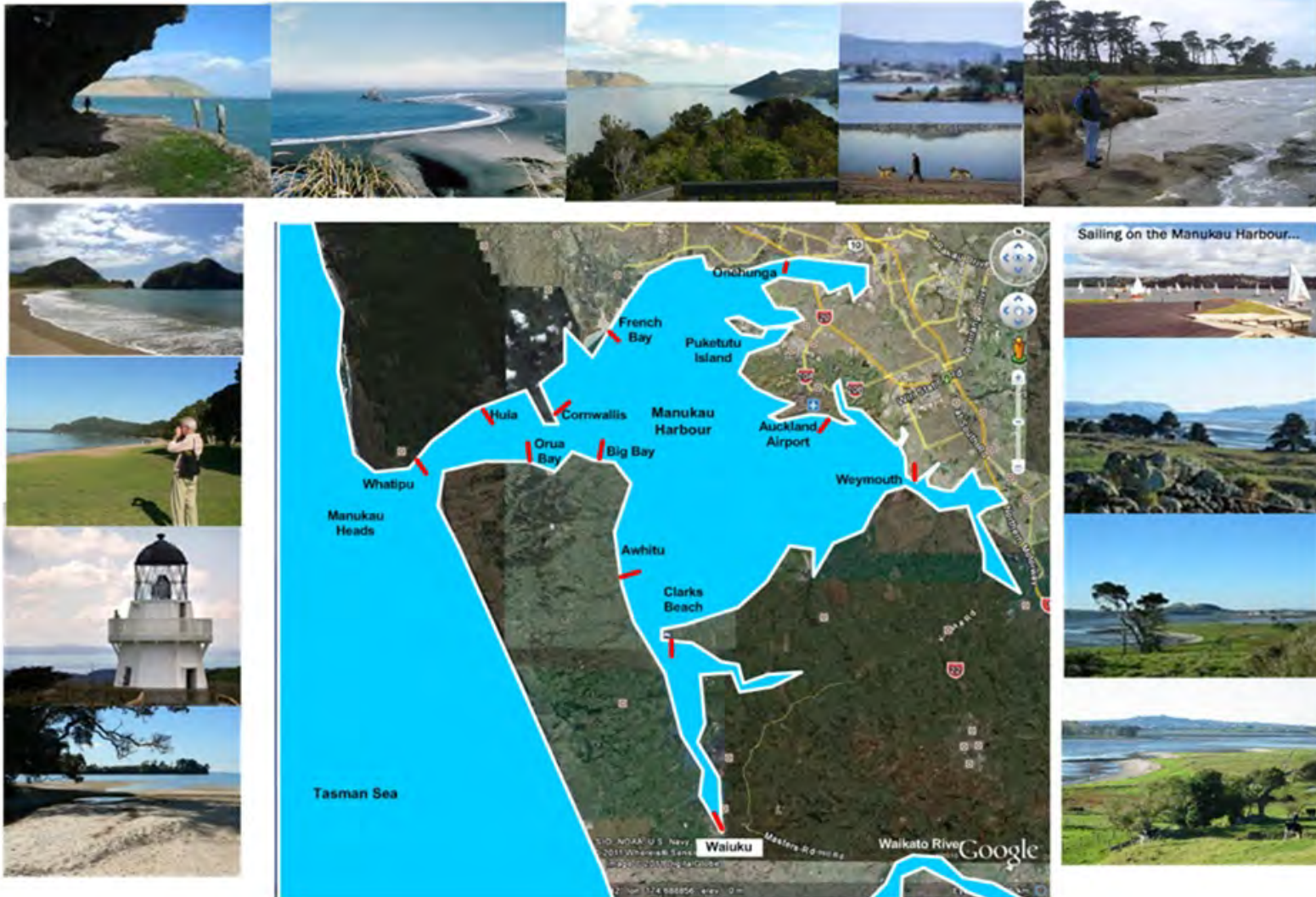


Presented by :-Peter Gibson Frank Lipscombe Jim Jackson
TOES PO Box 13-273 Onehunga Auckland ph 0274 730226
Email jim@jackson.co.nz



Manukau Harbour

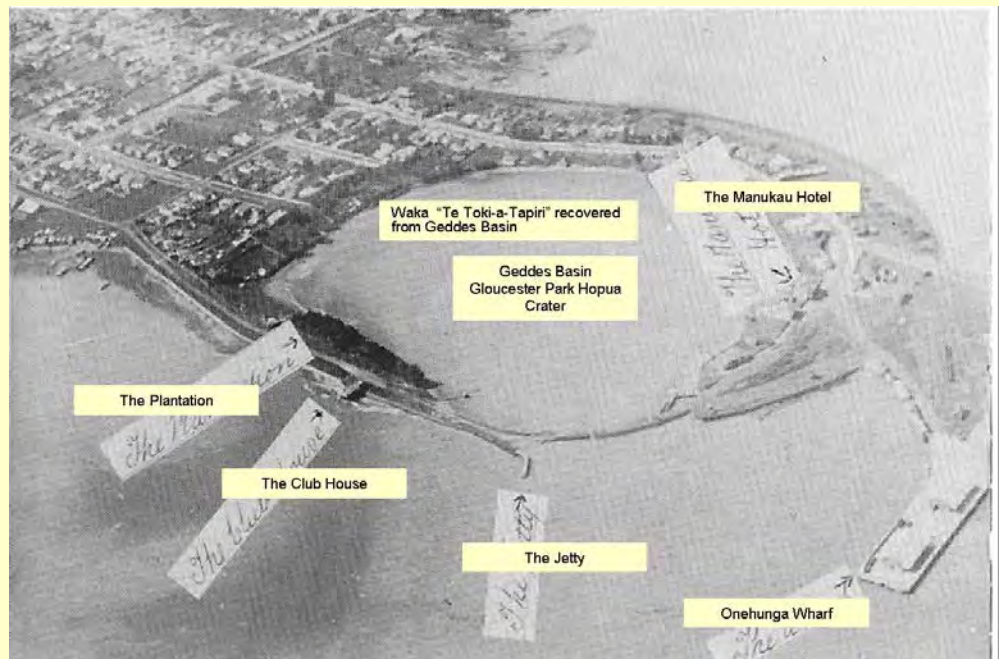
NZ's 2nd largest harbour



- Mangere Bridge Residents and Ratepayers Assn
- Manukau All Tide Ramp Trust
- Manukau Cruising Club
- Aotea Sea Scouts
- Manukau Yacht and Motorboat Club
- Waka Ama
- Ngati Te Ata
- Makaurau Marae
- Te Puea Marae
- Huia Private Reserve

This submission was prepared by MHRS and TOES as a result of discussions with these Manukau Harbour users

The History

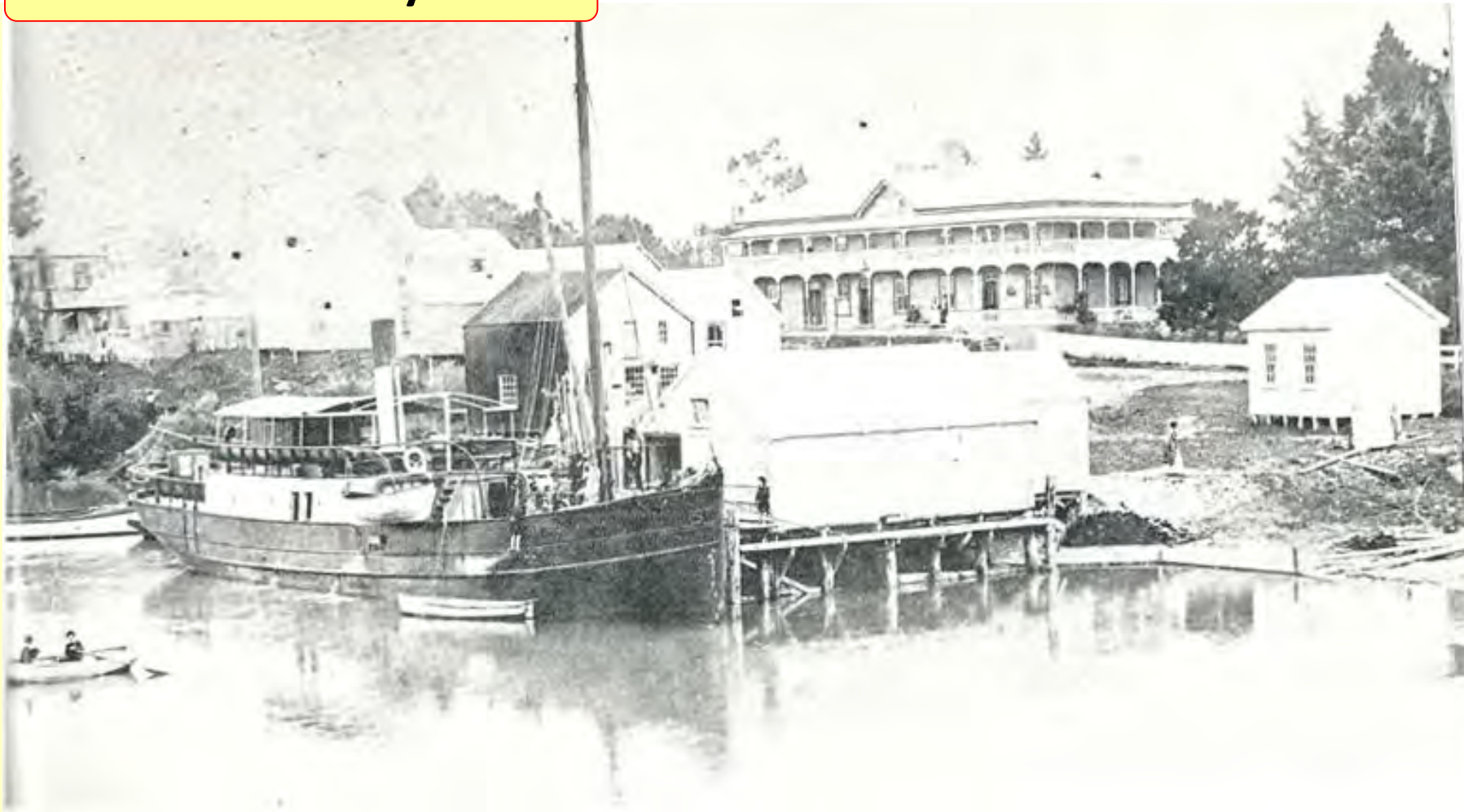


Geddes Basin - Gloucester Park – Hopua Crater

- ***Waka "Te Toki-a-Tapiri"***
- ***80ft in length***
- ***Could carry 100 warriors***
- ***Recovered from Geddes Basin - Gloucester Park - Hopua Crater***
- ***Displayed in the Auckland Museum***





The History



Onehunga enjoyed strong links with communities around the Manukau Harbour. Regular ferry services were an important. Today there is a still very strong relationships between Onehunga and Waiuku.

Waiuku Township

Auckland Wellington via New Plymouth

<div>  <div> ONEHUNGA- NEW PLYMOUTH JOINT SERVICE NORTHERN STEAM SHIP CO. LTD. UNION STEAM SHIP CO. LTD. </div>  </div>	
TIME TABLE OF SAILING OF THE T.S.S. RARAWA BETWEEN Onehunga and New Plymouth Breakwater. <small>Time of Sailing, Receiving and Shipping Cargo subject to weather and other circumstances permitting.</small>	
OCTOBER, 1928.	
LEAVES ONEHUNGA.	LEAVES BREAKWATER (NEW PLYMOUTH).
MONDAY, 1st OCT. 3.30 p.m.	TUESDAY, 2nd OCT. 7.0 p.m.
THURSDAY, 4th .. 3.30 p.m.	FRIDAY, 5th .. 7.0 p.m.
SUNDAY, 8th .. 3.30 p.m.	TUESDAY, 8th .. 7.0 p.m.
THURSDAY, 11th .. 3.30 p.m.	FRIDAY, 12th .. 7.0 p.m.
SUNDAY, 15th .. 3.30 p.m.	TUESDAY, 16th .. 7.0 p.m.
THURSDAY, 19th .. 3.30 p.m.	FRIDAY, 19th .. 7.0 p.m.
TUESDAY, 23rd .. 3.30 p.m.	WEDNESDAY, 24th .. 7.0 p.m.
THURSDAY, 25th .. 4.30 p.m.	FRIDAY, 26th .. 7.0 p.m.
MONDAY, 29th .. 3.30 p.m.	TUESDAY, 30th .. 7.0 p.m.

NORTHERN STEAMSHIP COMPANY, LTD. AUCKLAND.
 UNION STEAM SHIP CO. OF N.Z. LTD.

For further information apply to the shore, or to
 NORTHERN S.S. CO. UNION S.S. CO. NEW PLYMOUTH.
 JOHNSON & CO. LTD. WANGANUI.
 N.Z. LOAN & MERCANTILE AGENCY CO. LTD. HAWERA.
 UNION STEAM SHIP COMPANY, WELLINGTON.
 LEVIN & CO. LTD. WELLINGTON.
 ABRAHAM & WILLIAMS LTD. PALMERSTON NORTH.
 Telegraphic Address: "NORTHERN," AUCKLAND.

Rev. 12172



Vessel Name:	RARAWA
Vessel ID:	1115207
Official No:	115207
Vessel Type:	Steamer
Tonnage:	1,072 gross
Owner:	Northern Steam Ship Company Limited
Entered Fleet:	1903
Left Fleet:	1940
Built:	1903
Builder:	Gourlay Bros., Dundee
Engine:	Steam
Vessel Abstract:	1903 built for Northern Steam Ship Company and had a long career on the Onehunga-New Plymouth run. 1929 laid up at Auckland. 1941 stripped by the Navy for her engines, one going to minesweeper RIMU and one into the HINAU. 1940 December 24th beached on Rangitoto Island.

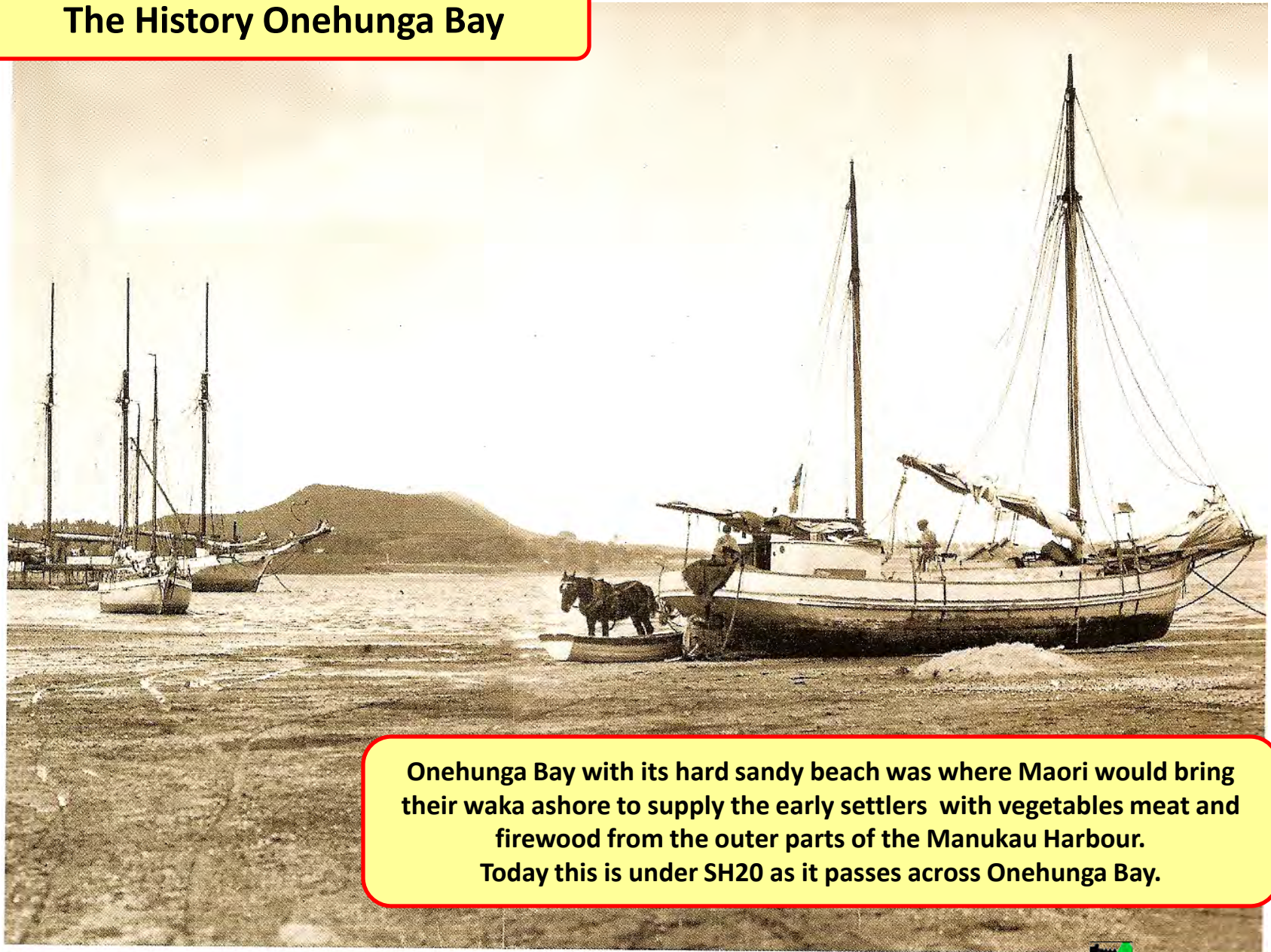
Ack to Auckland Maritime trust

The History



**Onehunga Bay looking towards Mangere Mountain.
People swimming, horses enjoying the beach with pleasure and working vessels moored in the bay**

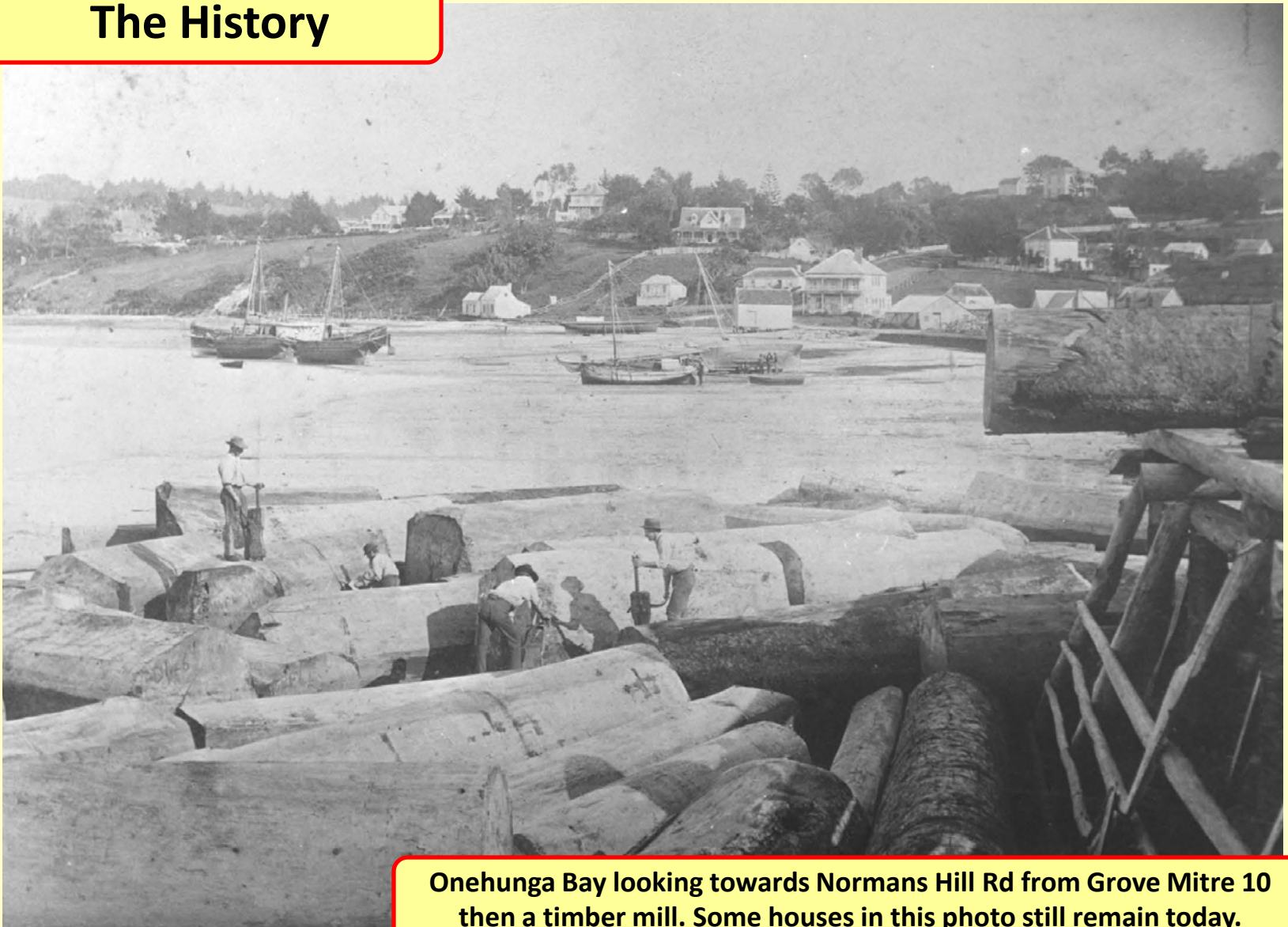
The History Onehunga Bay



Onehunga Bay with its hard sandy beach was where Maori would bring their waka ashore to supply the early settlers with vegetables meat and firewood from the outer parts of the Manukau Harbour. Today this is under SH20 as it passes across Onehunga Bay.

Scows on the beach at Onehunga with Mangere Mountain in the background.

The History



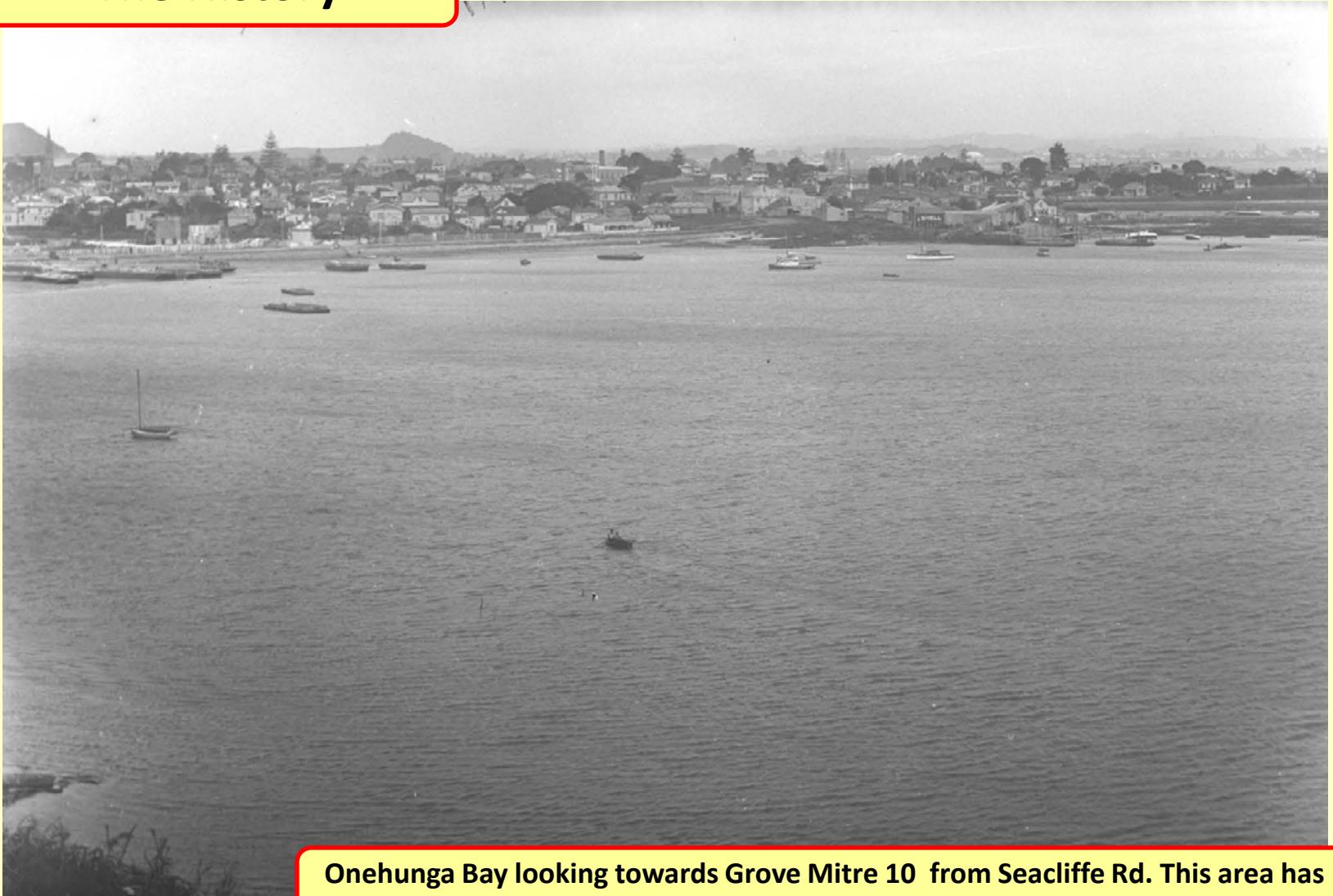
Onehunga Bay looking towards Normans Hill Rd from Grove Mitre 10 then a timber mill. Some houses in this photo still remain today.

The History



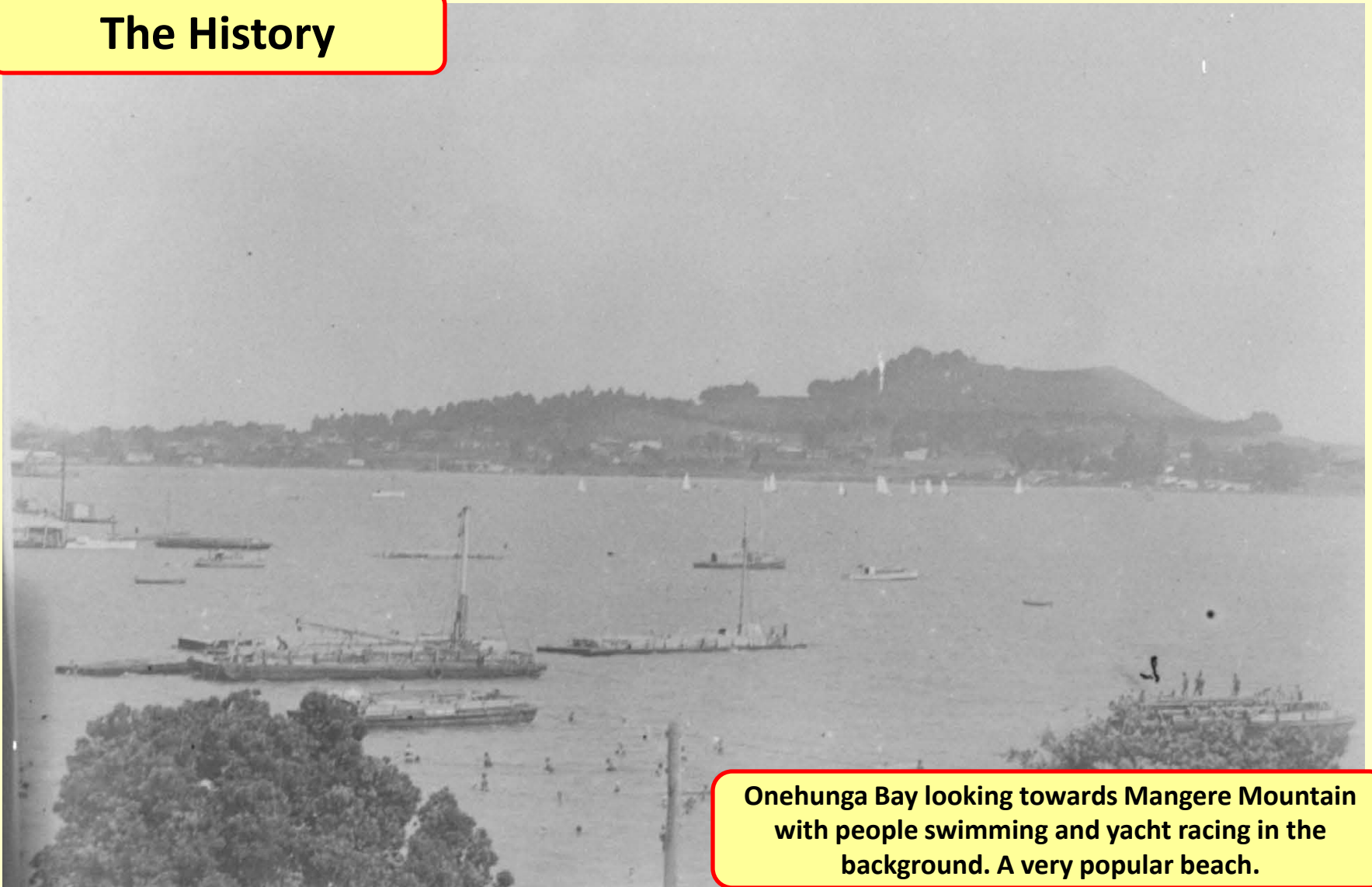
**Onehunga Bay looking towards Normans Hill Rd from Grove Mitre 10
Note wharf structure in centre of bay. This area has been reclaimed as
a result of SH20 crossing Onehunga Bay.**

The History



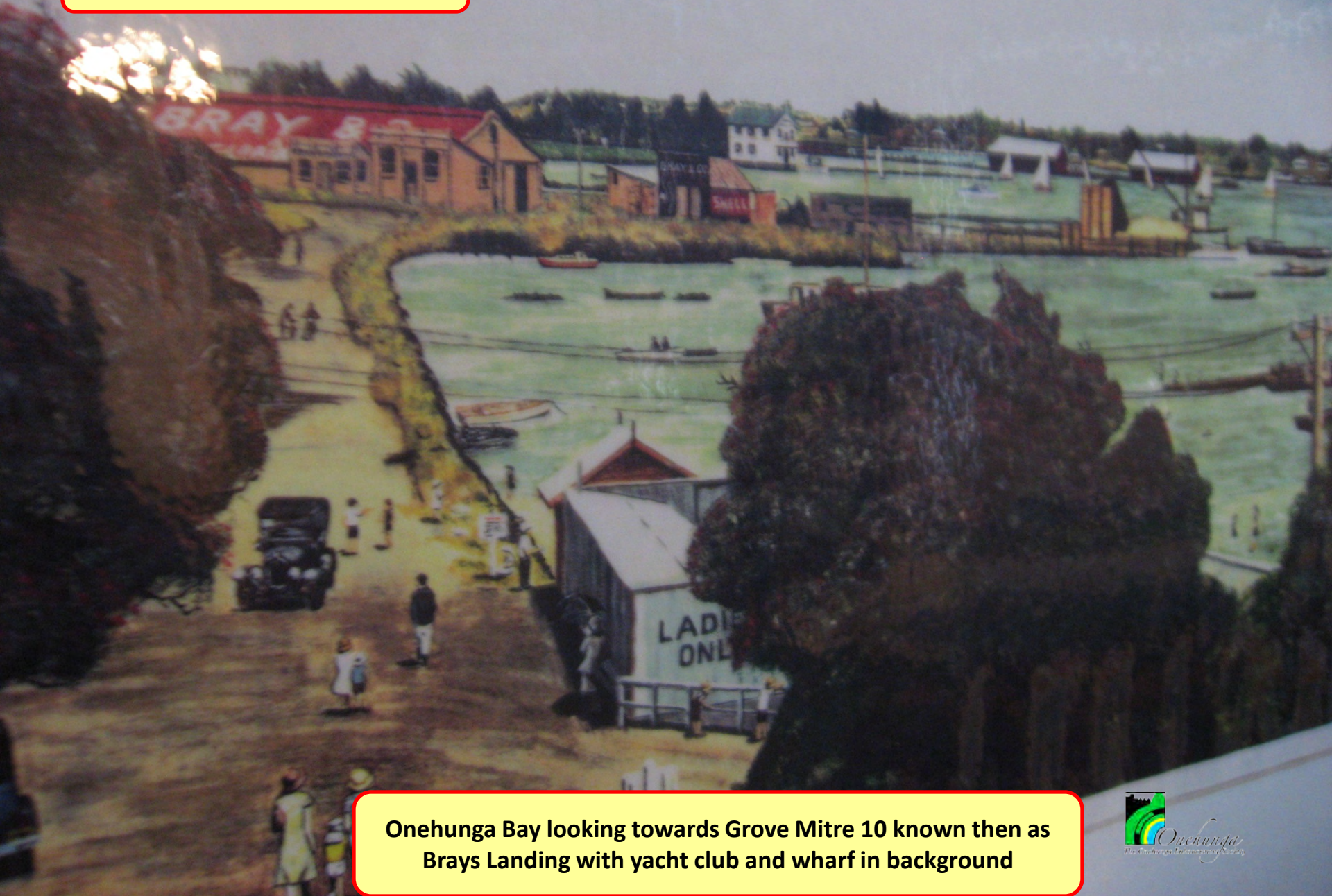
Onehunga Bay looking towards Grove Mitre 10 from Seacliffe Rd. This area has been reclaimed as a result of the construction of SH20 across Bay

The History



Onehunga Bay looking towards Mangere Mountain with people swimming and yacht racing in the background. A very popular beach.

The History



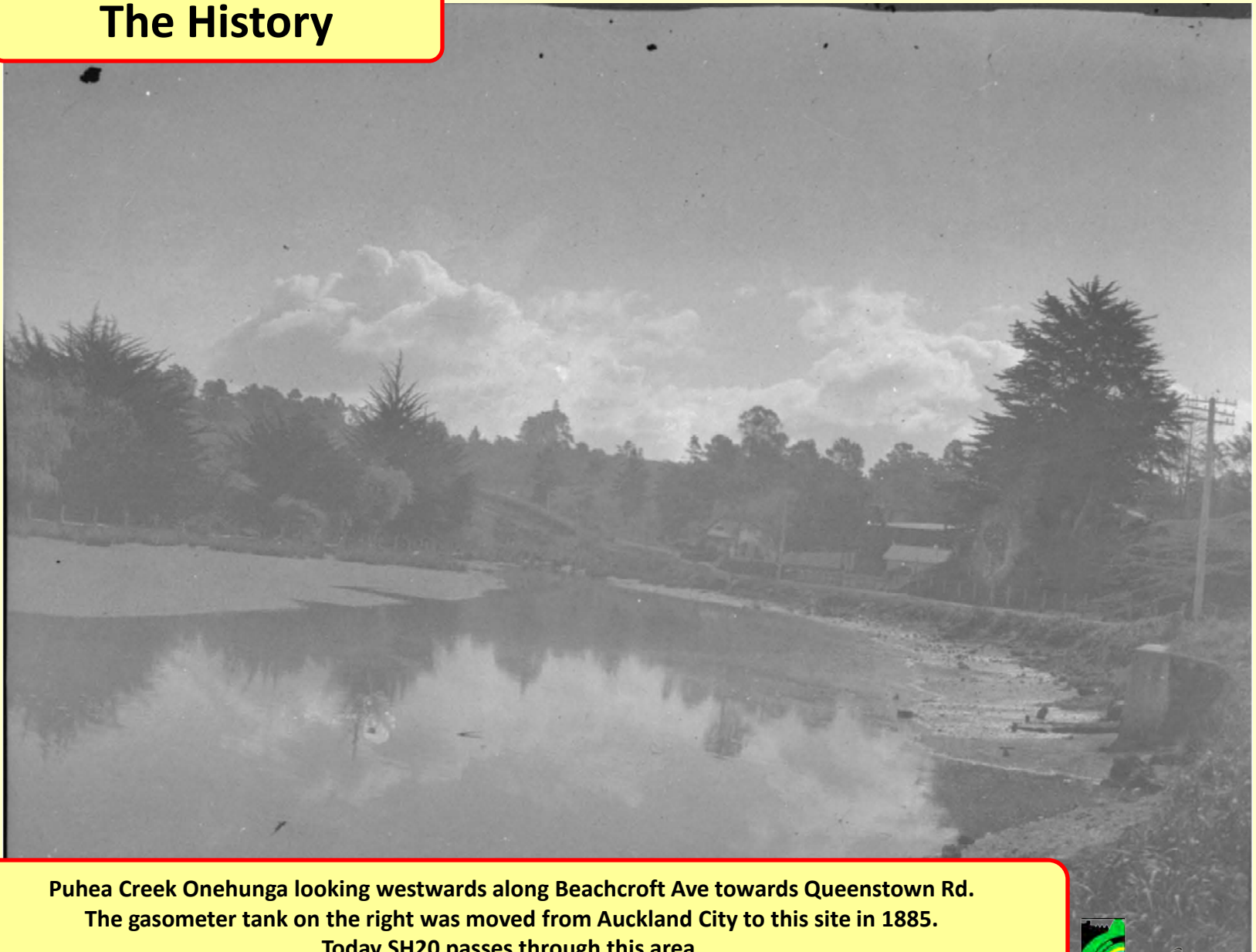
Onehunga Bay looking towards Grove Mitre 10 known then as Brays Landing with yacht club and wharf in background

The History



Aerial photo of Onehunga Bay with Grove Mitre 10 and small boat harbour protected by breakwater. Note the number of small boats moored in the bay.

The History



Puheia Creek Onewa looking westwards along Beachcroft Ave towards Queenstown Rd.
The gasometer tank on the right was moved from Auckland City to this site in 1885.
Today SH20 passes through this area.

The History



Photo from Beachcroft Ave looking towards lower section of Seacliffe Rd and Puhea Creek . Wooden bridge provided pedestrian connection to Seacliffe Rd. Today SH20 passes through this area.

The History

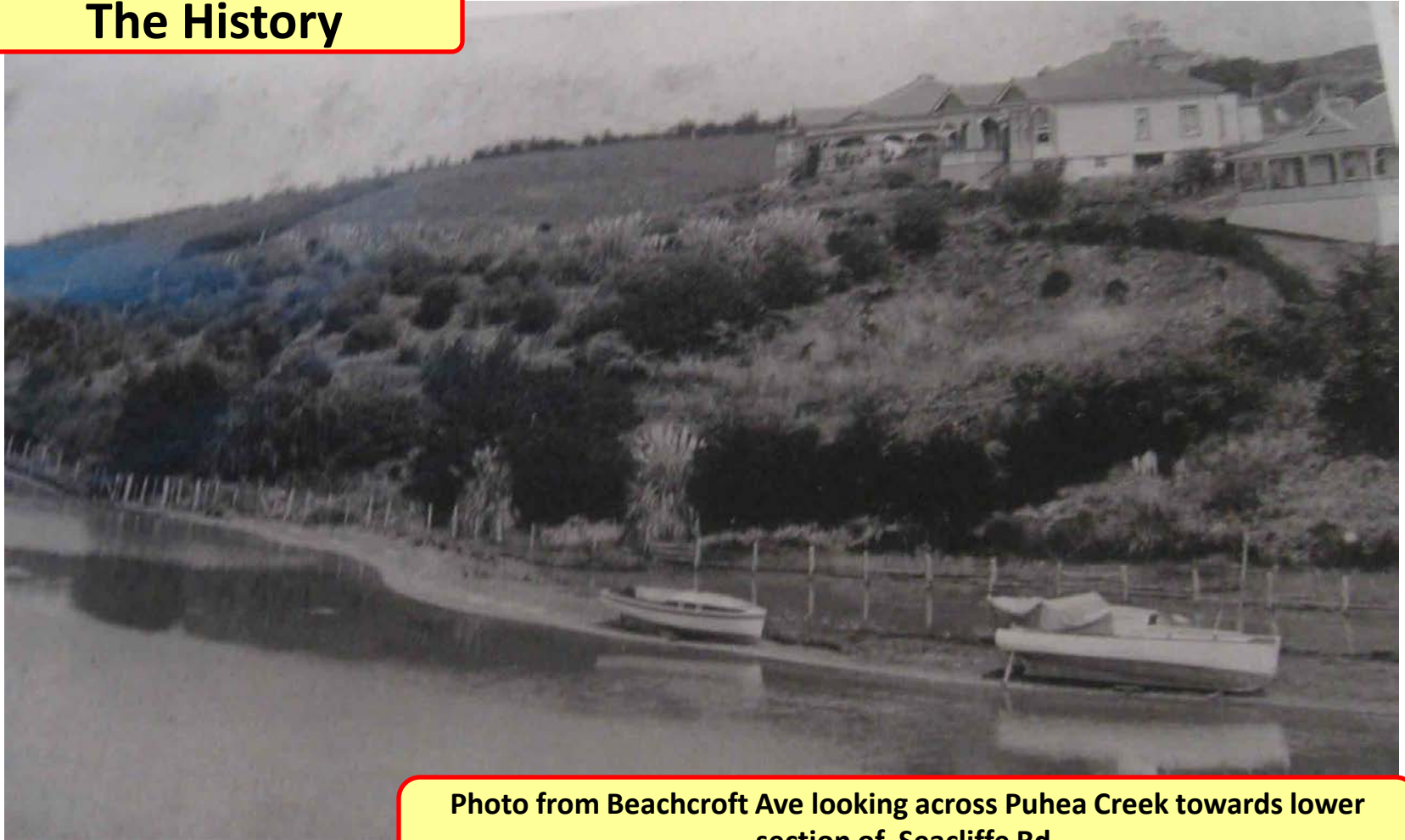


Photo from Beachcroft Ave looking across Puhea Creek towards lower section of Seacliffe Rd.
Today SH20 passes through this area.

The History



Photo from Seacliffe Rd shoreline looking towards Beachcroft Ave
across Puhea Creek and Onehunga Bay before motorway

The History



Townswomen's Guild on the Onehunga Bay foreshore 1956 looking towards Mangere Mountain. Today SH20 passes through this area.

The History



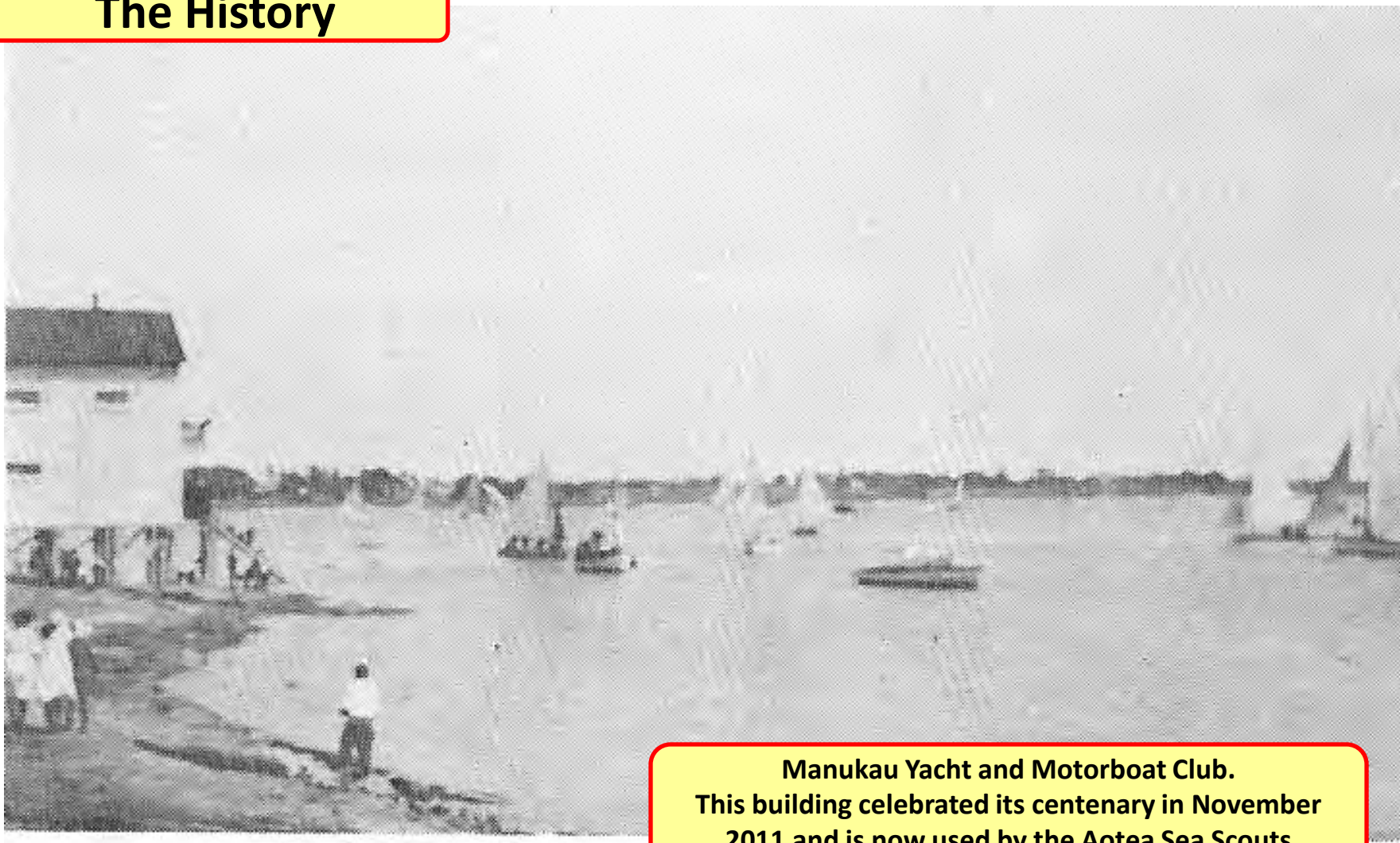
Looking towards Onehunga Wharf The Landing
Prior to reclamation of the Hopua Crater, Geddes Basin or Gloucester Park.
The famous “Sans Souci” tea rooms building were at the end of the tram route
from downtown Auckland

The History



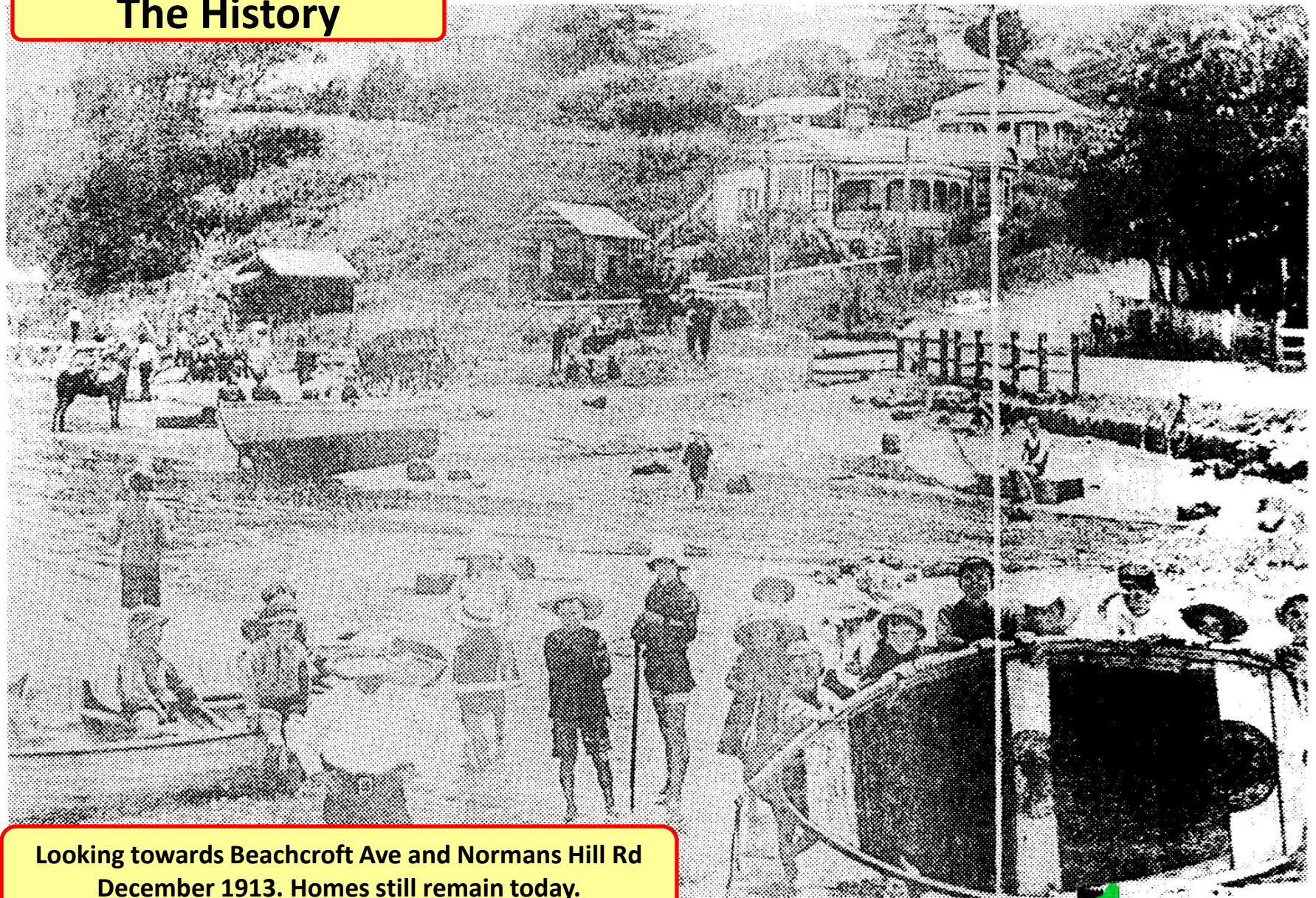
**Manukau Yacht and Motorboat Club.
Prior to reclamation of the Hopua Crater, Geddes Basin Gloucester Park**

The History



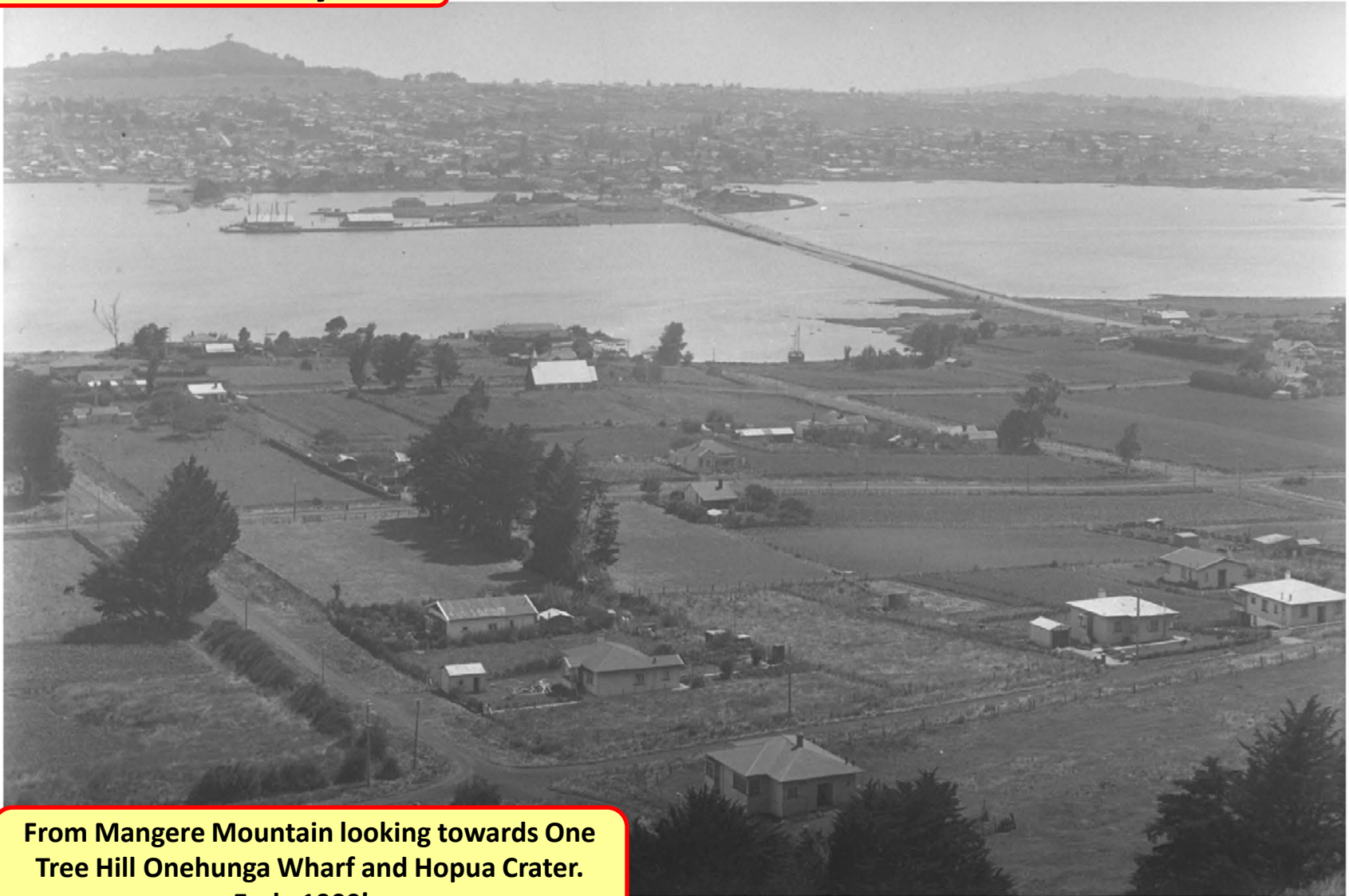
Manukau Yacht and Motorboat Club.
This building celebrated its centenary in November 2011 and is now used by the Aotea Sea Scouts

The History



Looking towards Beachcroft Ave and Normans Hill Rd
December 1913. Homes still remain today.

The History



From Mangere Mountain looking towards One Tree Hill Onehunga Wharf and Hopua Crater.
Early 1900's.

The History

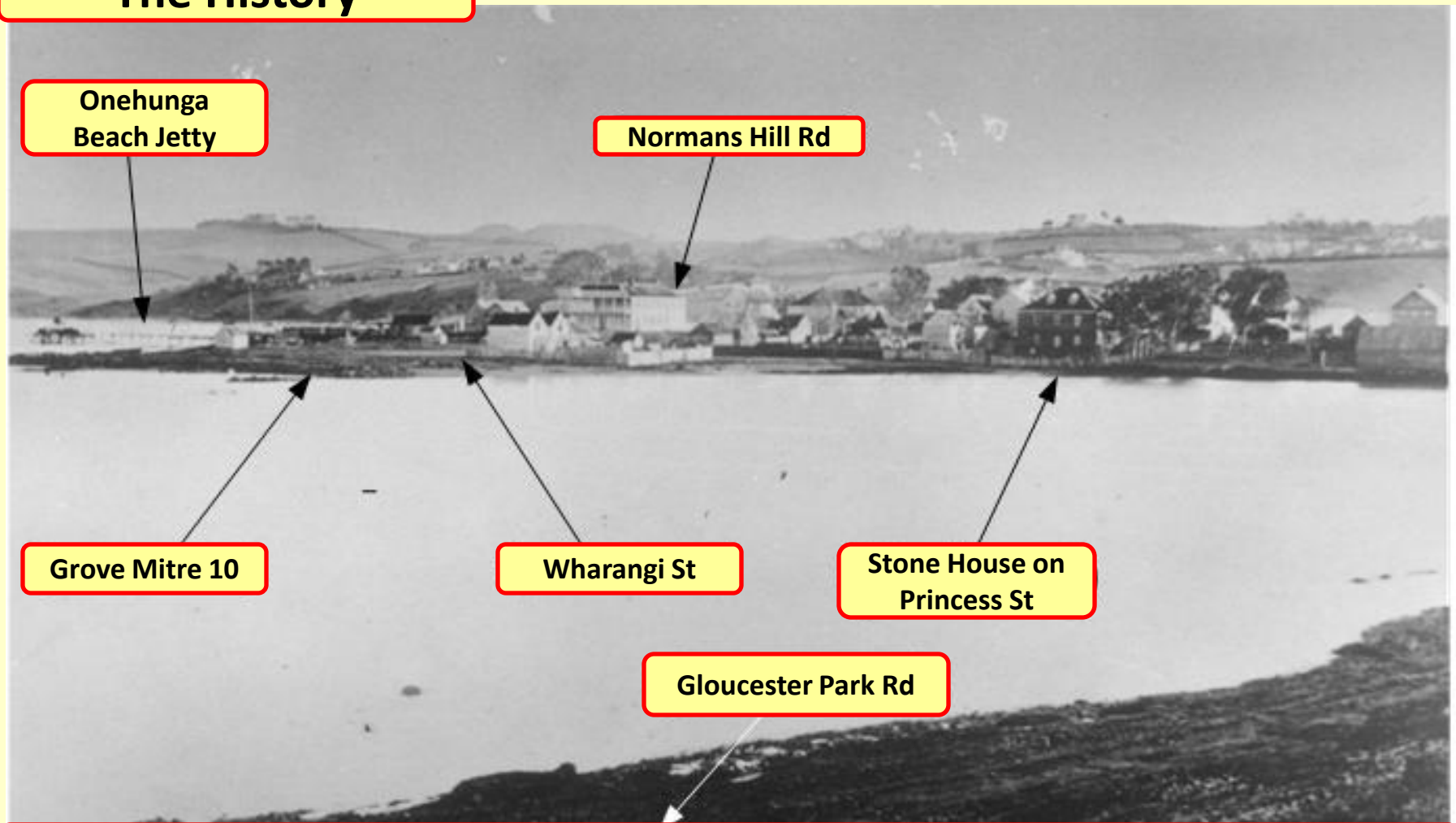
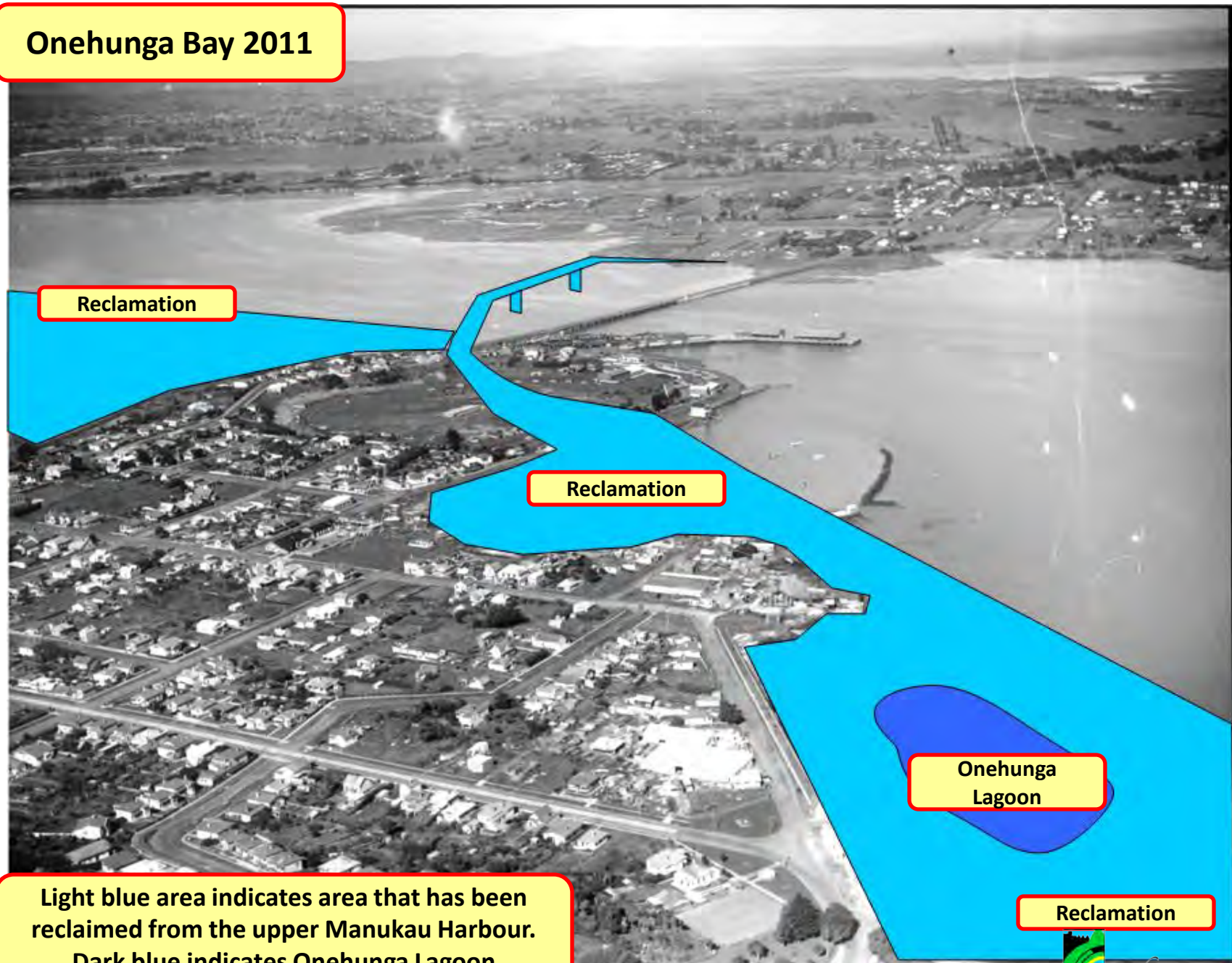


Photo taken 1860 from Gloucester Park Rd close to MY&MBC. Heart of Onehunga some 150 years ago.

Onehunga Bay 2011



Light blue area indicates area that has been reclaimed from the upper Manukau Harbour.
Dark blue indicates Onehunga Lagoon

Grove Mitre 10 1949



Winstone's sand unloading facility, power transmission lines, sewerage storage tank and small vessels moored in boat harbour Sand for Auckland early construction was mined from around the Manukau Harbour including Grahams' beach and was unloaded at this site.

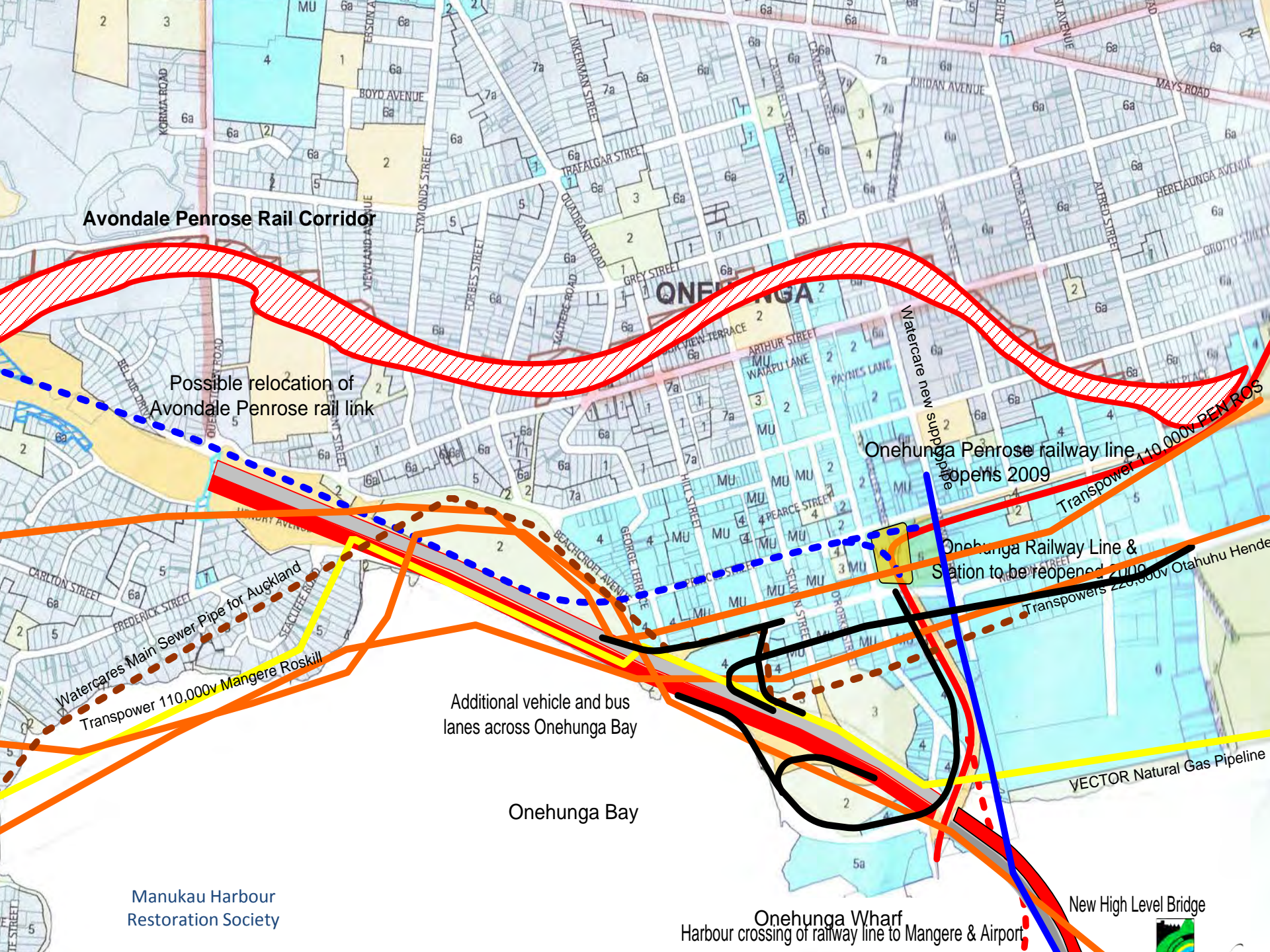
The History



Land Auction 11.00am 23rd December 1862
Prior to reclamation of the Hopua Crater, Geddes Basin Gloucester Park

Gloucester Park and Onehunga Wharf 1947





Avondale Penrose Rail Corridor

Possible relocation of
Avondale Penrose rail link

Onewunga Penrose railway line
opens 2009

Onewunga Railway Line &
Station to be reopened 2010

Additional vehicle and bus
lanes across Onewunga Bay

Onewunga Bay

Manukau Harbour
Restoration Society

Onewunga Wharf
Harbour crossing of railway line to Mangere & Airport

New High Level Bridge

In 1950 pollution in the upper Manukau was a significant problem. Some 18 trade waste sewers discharged untreated waste into the harbour along the northern coast alone, together with untreated urban sewage effluent at several points and additional effluent from process operations. Discharges to the Mangere inlet resulted in severe ecological damage.

The international panel convened by the Drainage Board in 1954 reported that beaches from French Bay and probably Titirangi Bay to the Mangere Inlet were heavily polluted owing mainly to sewage outfalls.

In 1955 a Noxious Fumes Inquiry identified that pollution of the Manukau and its impacts on the harbour mud flats was the source of “dangerous” fumes in the Mangere Inlet.

These were severe enough to “blacken the paint work of neighbouring houses.” In 1956 immediately prior to the construction of Mangere treatment plant, **25 million litres of trade waste and 675,000 litres of untreated sewage were discharged daily into the Mangere Inlet.**

Almost a year after initial construction work on the pipeline had begun, the Browns Island project was officially terminated and replaced by an alternative scheme which was to be located on the Mangere shoreline by Puketutu Island on the Manukau Harbour.

The Mangere proposal entailed a far more comprehensive treatment system including primary, secondary and tertiary treatment using oxidation ponds built over the intertidal seabed. In an immense city-wide civil engineering effort which lasted nearly 10 years, the new treatment plant and oxidation ponds were built along with many kilometres of new interceptors, sewers and numerous pumping stations to serve the new plant.

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THE MANUKAU SCHEME

The Mangere treatment plant, then called the Manukau Sewage Purification Works or MSPW, was first opened in September 1960. It cost the equivalent of \$30.3 million. Its oxidation pond system covered over 500 hectares – the biggest of its kind in the world. The old Orakei outfall was finally abandoned – many years later its holding tanks were to become a notable Auckland tourist attraction, the Kelly Tarlton ocean aquarium.

The new Mangere plant was designed to serve a population of 500,000 and process all the domestic and industrial wastewater of Auckland over a 40km radius.

It is worth noting that apart from saving the Waitemata and Hauraki Gulf from pollution, the building of the Mangere wastewater treatment plant also significantly reduced the pollution of the Manukau.

After commissioning of the new plant in 1960, the notorious putrefying mud flats of the upper Manukau were gradually rehabilitated and fish returned as the harbour water quality dramatically improved.

Compared to the wastewater treatment processes in use in Auckland up to that time oxidation ponds were a great step forward. Though at times difficult to manage, oxidation ponds were an effective natural means of treatment and disinfection. Simply speaking, oxidation ponds harness the forces of nature to break down effluent using sunlight, fresh air and bacteria. Sunlight on microscopic algae in the water stimulates photosynthesis, which in turn produces oxygen encouraging the growth of useful bacteria. The bacteria break down the sewage and in turn provide carbon dioxide for the oxygen producing algae.

From the start, however, periodic odours and insects generated by the ponds caused problems for residents living in close proximity.

The original design capacity of the Mangere plant was reached in 1972. A programme of extensions to meet future population growth (up to 750,000 people) was commenced in 1975 and completed in 1980.

THE MANGERE WASTEWATER TREATMENT PLANT
IN 1992

Watercare's Mangere Wastewater Treatment Facility

Watercare's Mangere Wastewater facility collects and treats wastewater from 1 million of Auckland's 1.8 million citizens.

Blue Zone is the collection area for the Mangere Waste Water Treatment Plant

1 million citizens of Auckland

Watercare's Mangere Wastewater Treatment Plant

305 million litres

Puketutu Island

Mangere-Otahuhu

The Manukau Harbour

Tasman Sea

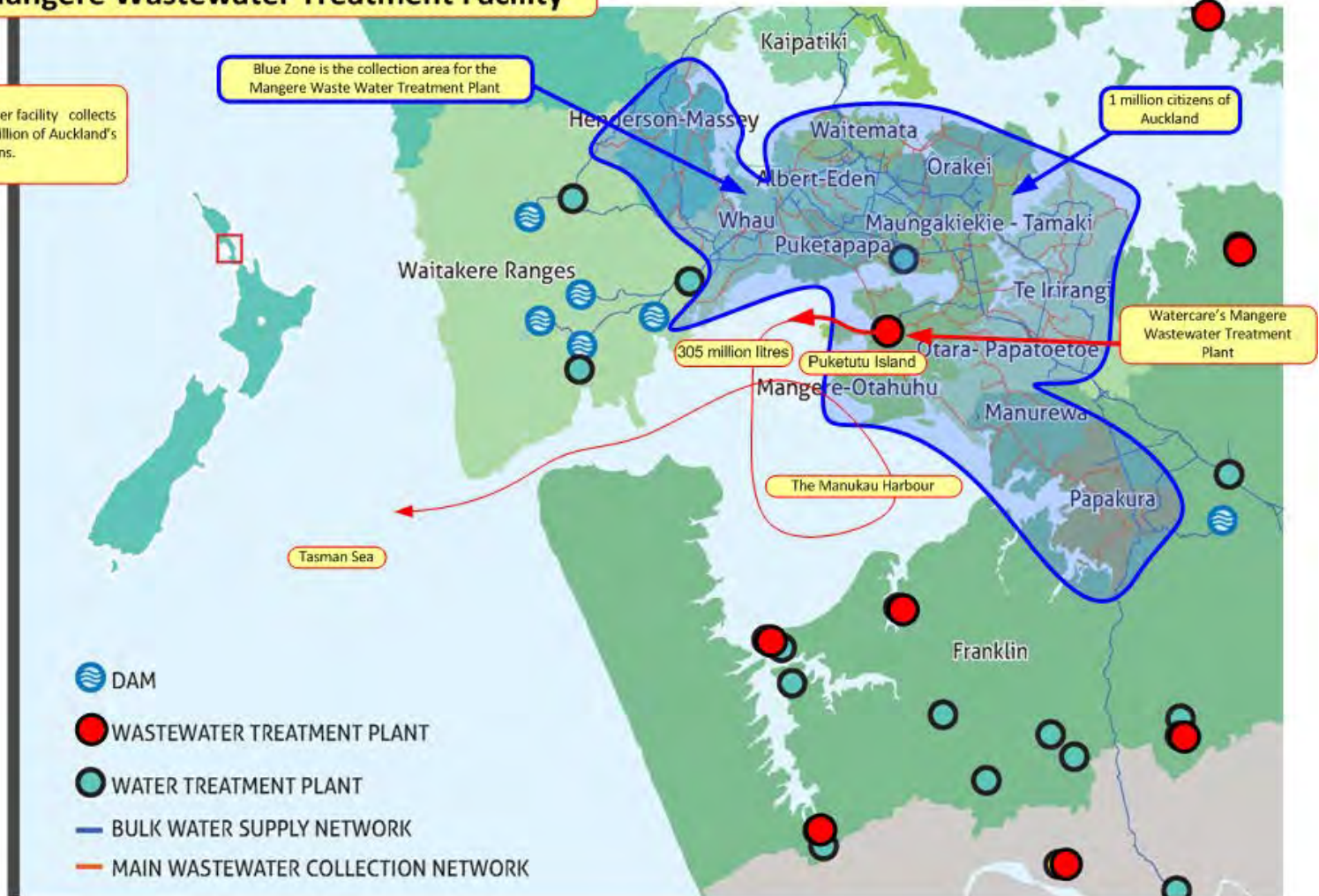


WASTEWATER TREATMENT PLANT

WATER TREATMENT PLANT

BULK WATER SUPPLY NETWORK

MAIN WASTEWATER COLLECTION NETWORK



Watercare's Mangere Wastewater Treatment Facility

Watercare's Mangere
Wastewater Treatment
Plant

Discharge Gates

Puketutu Island

The Manukau Harbour

Watercare's Mangere Wastewater facility collects and treats wastewater from 1 million of Auckland's 1.8 million citizens.

Each day Watercare discharges on average 305 million litres of treated wastewater collected from the blue catchment area and then discharges it into the Manukau Harbour from an outlet adjacent to Puketutu Island.

This is the equivalent of 9,000 Fonterra truck and trailer milk tankers placing their loads into the Manukau Harbour.

Is it appropriate to discharge waste water into the harbour and could the treated waste water be used for citywide irrigation of sports fields industrial purposes etc?.

The Harbour



The Manukau Harbour shoreline provides many walking tracks to enjoy the scenic views



The Manukau Harbour provides a large open recreational water space allowing a wide range of activities.



Manukau Yacht &
Motorboat Club
Mangere Bridge



The Harbour



Spirit of NZ moored in the Manukau Harbour



The Harbour

HMS Orpheus 1863 loss 189 lives



Relics from the Orpheus are held
at the Huia Settlers Museum

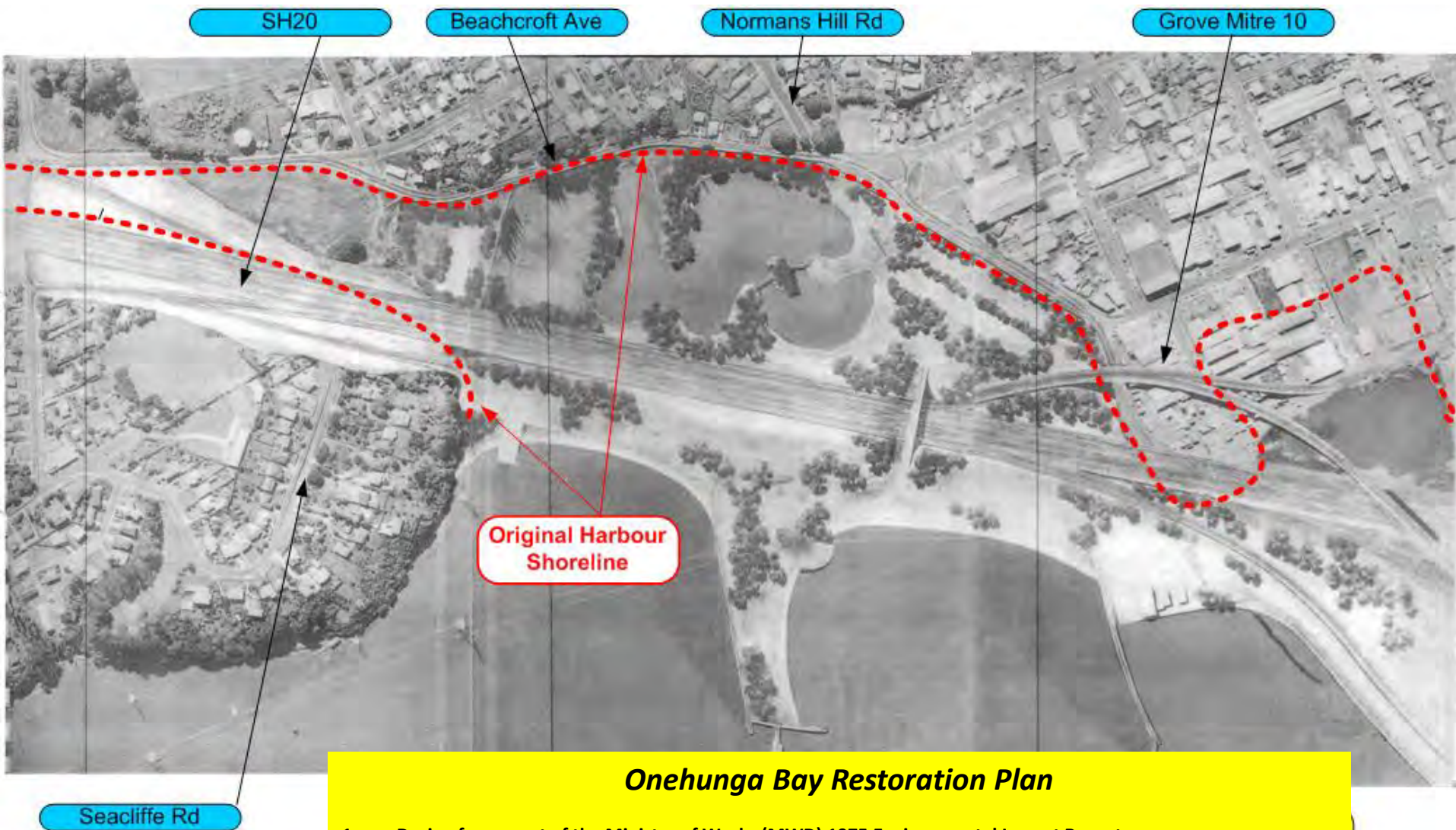
Orpheus grounding at the entrance to the Manukau Harbour

Manukau Harbour Waka Ama



There is strong support in the local area for Waka Ama.
Young people should be encouraged to participate in these activities.
They require all tide access and should be provided with a quality environment for
launching and retrieving their waka's.

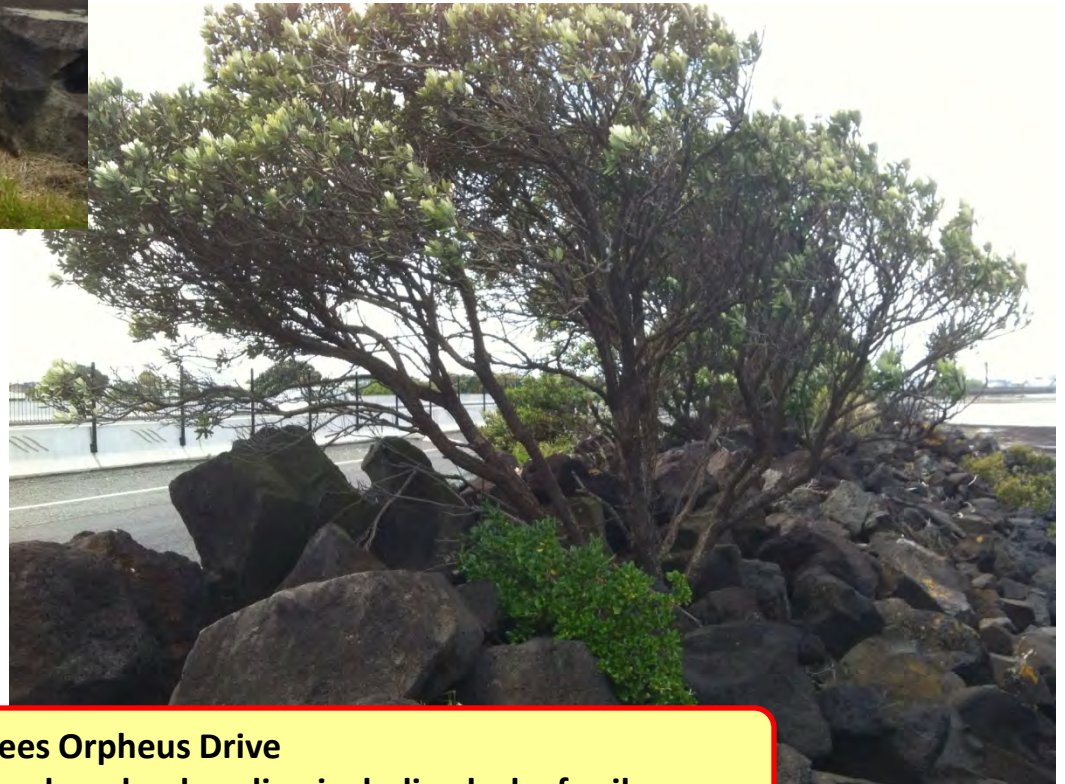
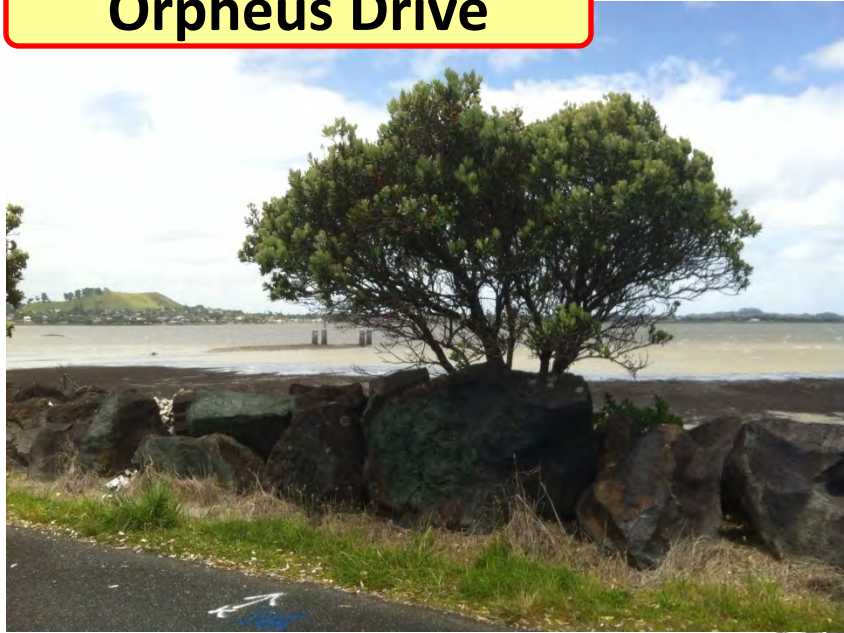
Onehunga Bay Restoration Project



Onehunga Bay Restoration Plan

1. Design forms part of the Ministry of Works (MWD) 1975 Environmental Impact Report
2. Correspondence indicates that it would be implemented as stage 2 of the motorway development across Onehunga Bay.

Orpheus Drive



Pohutukawa Trees Orpheus Drive
Poor quality specimens as a result of hash rocky shoreline including lack of soil

Orpheus Drive



Landscape between Orpheus Drive and green space of reclamation to be simple swale or kerb and channel. New tree plantings to be set back a suitable distance to ensure public safety.

Onehunga Lagoon



Watercare Overflow Outlet



The vessel Elsie departing Onehunga Wharf for a days excursion on the Manukau Harbour



Out for a day's excursion on the auxiliary ketch "Elsie". Note Mangere Mountain and early settlers' homes on the foreshore and St. James Church in midground.

Photo; Bill Deed Collection

Huia and the Harbour ferry Awhitu

Photo Reproduced from "The Settlement of The Huia" by Norman Laing



Excursion steamer 'Weka' brings a party from Onehunga for the annual picnic at the little Huia Farm, about 1915.



Huia Wharf - 1946

One of the last ferries to service the harbour was the Awhitu

The Auckland Plan Discussion Document

» BIG PICTURE POSSIBILITIES

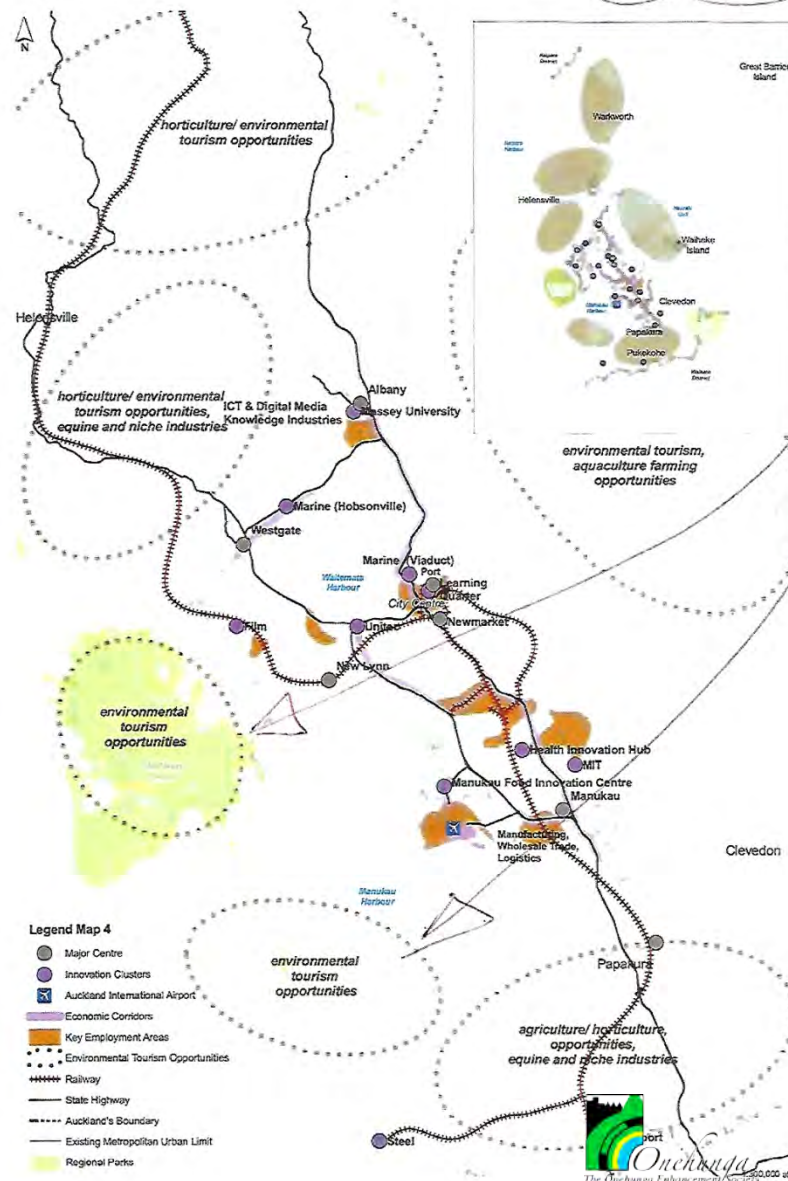
LOCAL PLANS SHOULD RECOGNISE THE KEY POINTS SUCH AS DETAILED IN THE AUCKLAND UNLOMISHED DOCUMENT.



- The Manukau Harbour has a very important role to play in the tourism and economic growth of the communities that border its shoreline.

MAP 4 - AUCKLAND'S SIGNIFICANT ECONOMIC DIRECTIONS_

LOCAL PLANS SHOULD RECOGNISE THE ENVIRONMENTAL AND TOURISM OPPORTUNITIES HIGHLIGHTED IN THE AUCKLAND UNLOMISHED DOCUMENT.



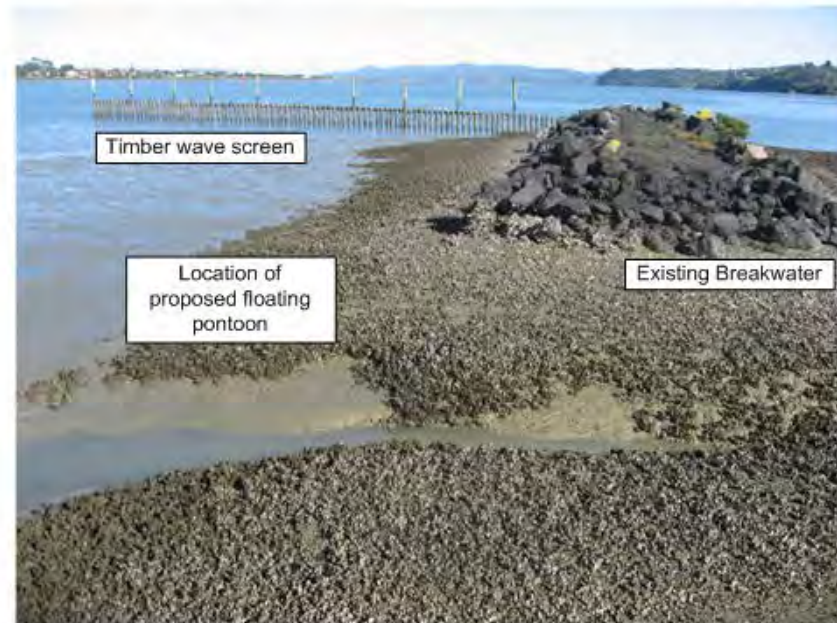
Manukau Harbour

Trawler heads to the fishing grounds in the Tasman Sea

taken from Cornwallis



Port of Onehunga operated by Ports of Auckland (POAL)

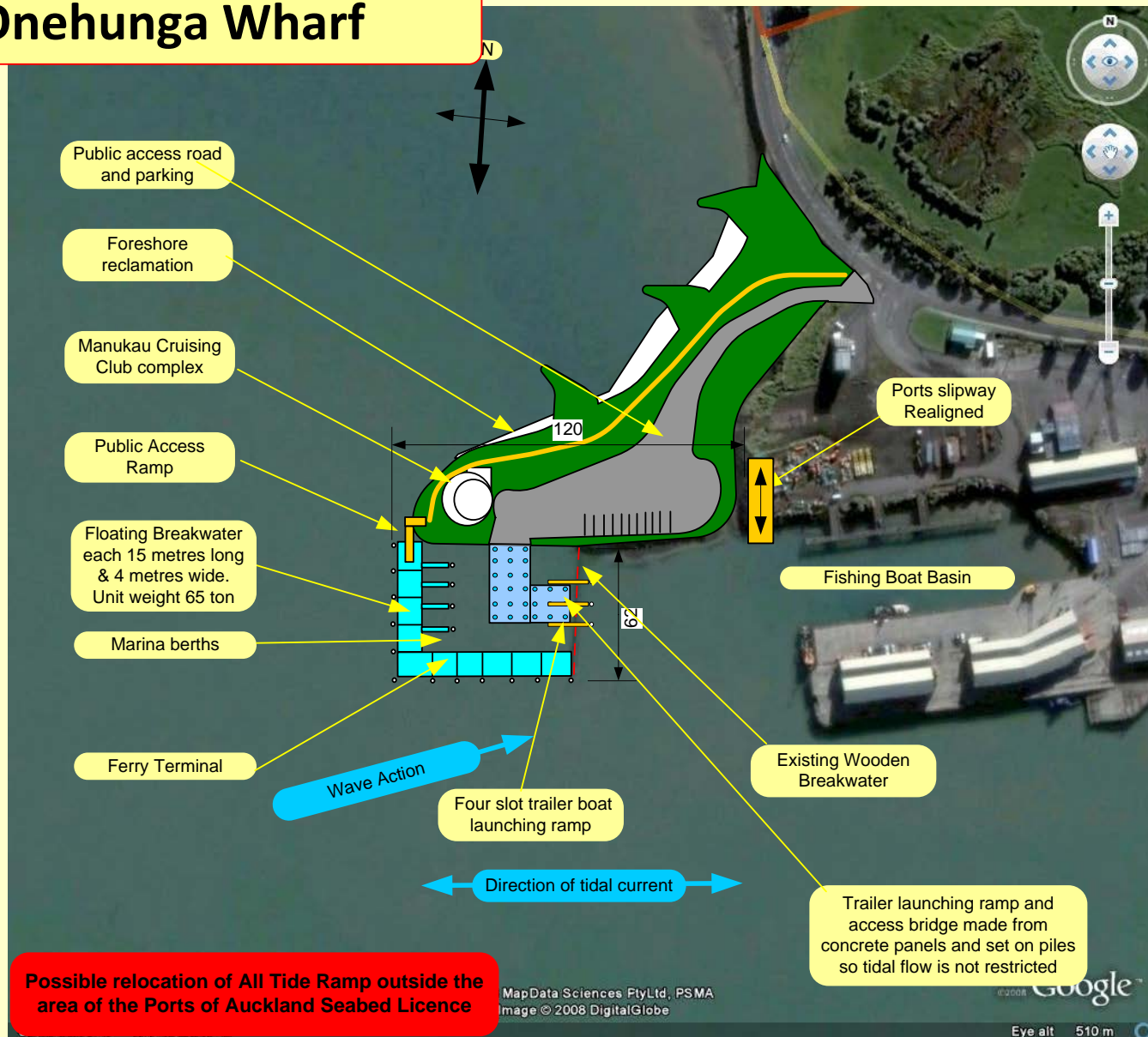


Reverse sensitivity of sediment by proposed 6 hectare reclamation to POAL's operation

Onehunga Wharf



Onehunga Wharf

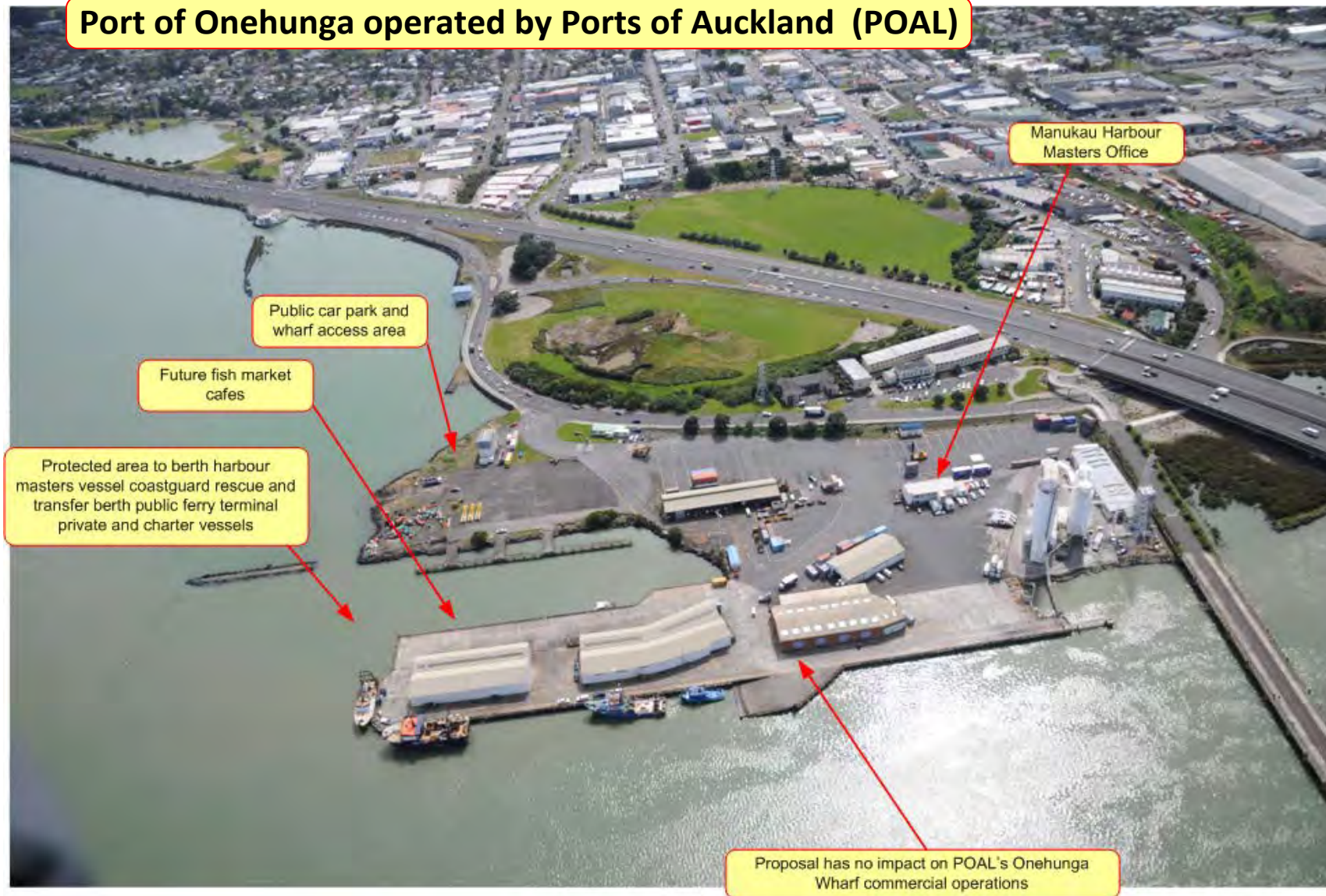


Buckland's Beach Yacht Club and Half Moon Bay Marina development over 40 years

Could this be a bench mark for Onehunga?



Port of Onehunga operated by Ports of Auckland (POAL)



Bi Annual Portage Crossing between the Waitemata & Manukau Harbours for Waka



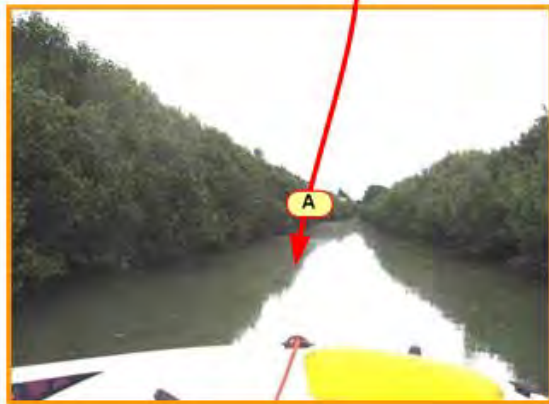
Waka "Te Toki-a-Tapiri"
 80ft in length
 Could carry 100 warriors
 Displayed in the Auckland Museum
 Would have used the Otahuhu Portage route
 to cross between the Waitemata and
 Manukau Harbours



Bi Annual Portage Crossing between the Waitemata & Manukau Harbours for Waka



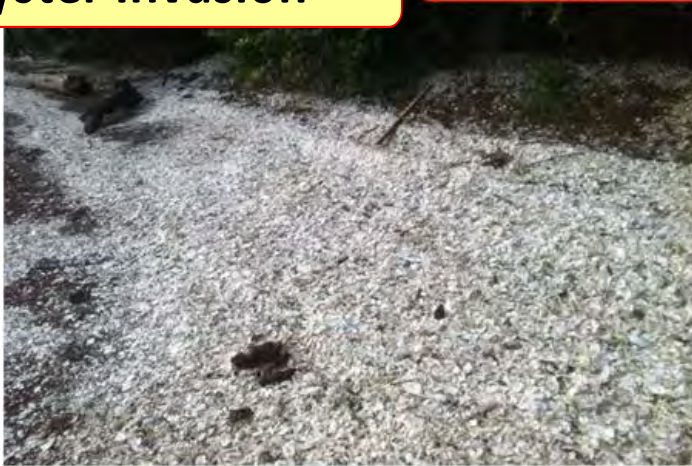
Upper Manukau Harbour Reclamation and Mangroves



New Zealand research shows that mangroves degrade harbours

Oyster Invasion

Washed up oyster shells along Waikowhai Beach. Impossible to walk without protective shoes.



Pacific Oyster Shell mounds become navigation hazards around the harbour

Management of Pacific Oyster Shell around the harbour

Public swimming area MYMBC Mangere Bridge



Abandoned steel pipes Waikowhai beach

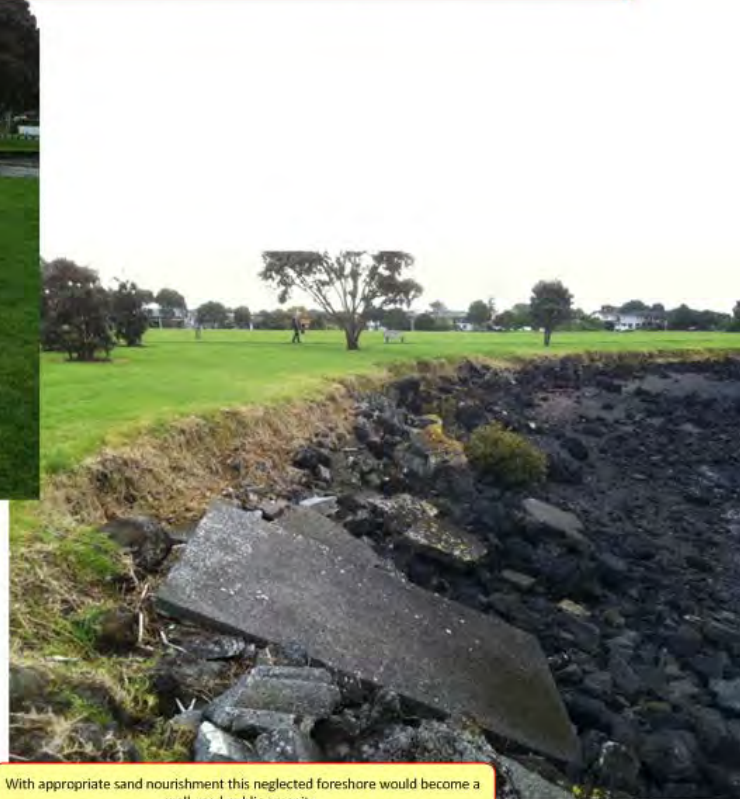


Sand Nourishment Program

Sand Nourishment Projects to improve harbour access for communities

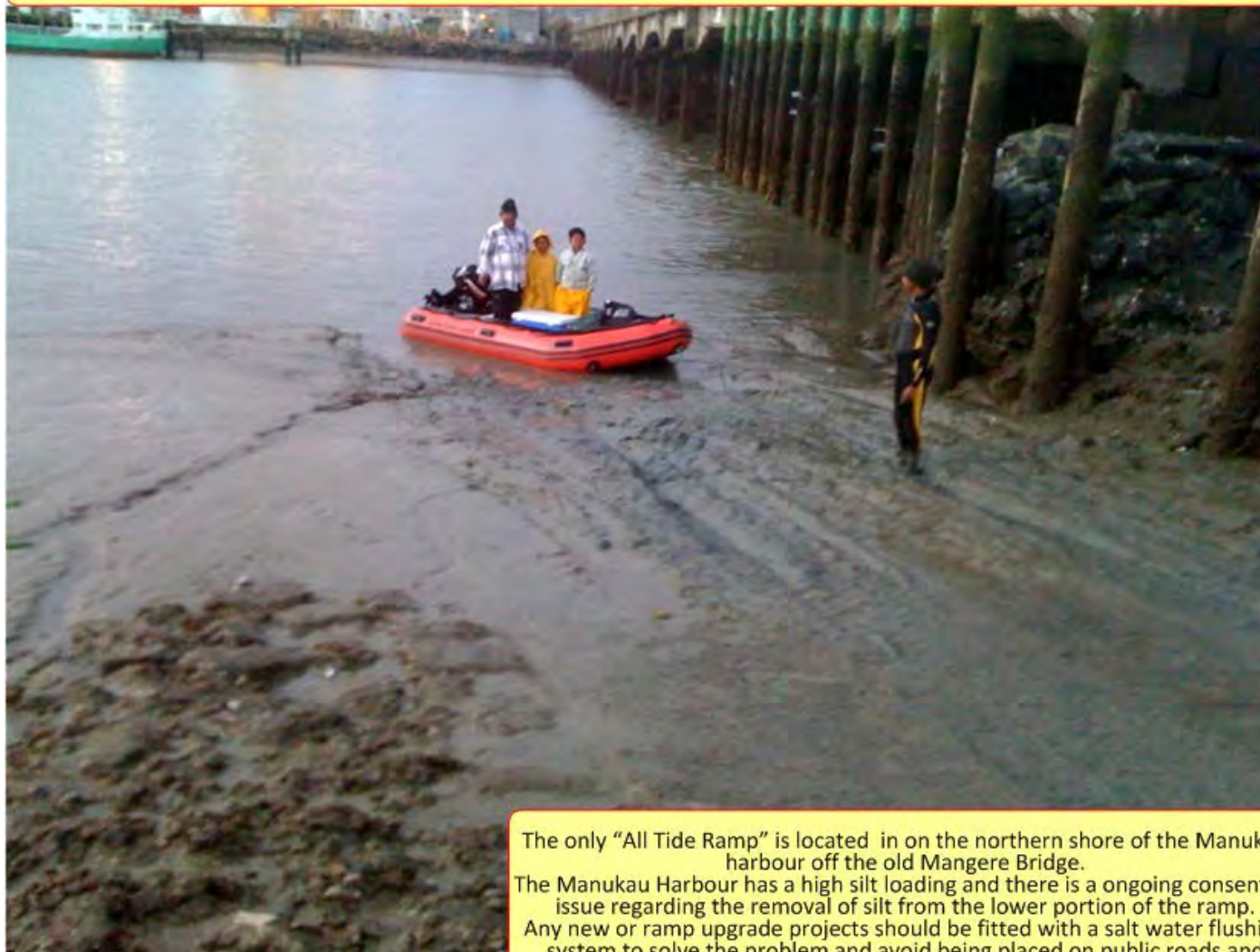


This beach on Kiwi Esplanade has been part of a sand nourishment program and provides a quality environment to the Mangere Bridge community



With appropriate sand nourishment this neglected foreshore would become a well used public amenity.

Manukau Harbour Public Boat Ramps



The only "All Tide Ramp" is located in on the northern shore of the Manukau harbour off the old Mangere Bridge. The Manukau Harbour has a high silt loading and there is a ongoing consenting issue regarding the removal of silt from the lower portion of the ramp. Any new or ramp upgrade projects should be fitted with a salt water flushing system to solve the problem and avoid being placed on public roads and provide a much improved outcome.

Mangere Bridge All Tide Ramp



Boat Ramps should be designed to cater for future development of the harbour as a recreational water space



Public boat ramps should have breakwater structures and floating pontoons to ensure a safe environment for the launching and retrieval of trailer vessels

Wave Protection
Floating Pontoon
Automatic Sediment Removal
Salt Water Wash down Hose
Satisfactory Trailer Parking

Pikes Point

In 1956 25 million litres of trade waste and 675,000 litres of untreated sewage was discharged into the Mangere Inlet each day! Resulting in serious pollution between Onehunga and French Bay. Noxious Fume Enquiry 1955 determined that the contaminated mud flats were the cause of the dangerous fumes. Reclaimed 500 acres (200 hectares)

These were severe enough to "blacken the paint work of neighbouring houses."

Value today \$600million.



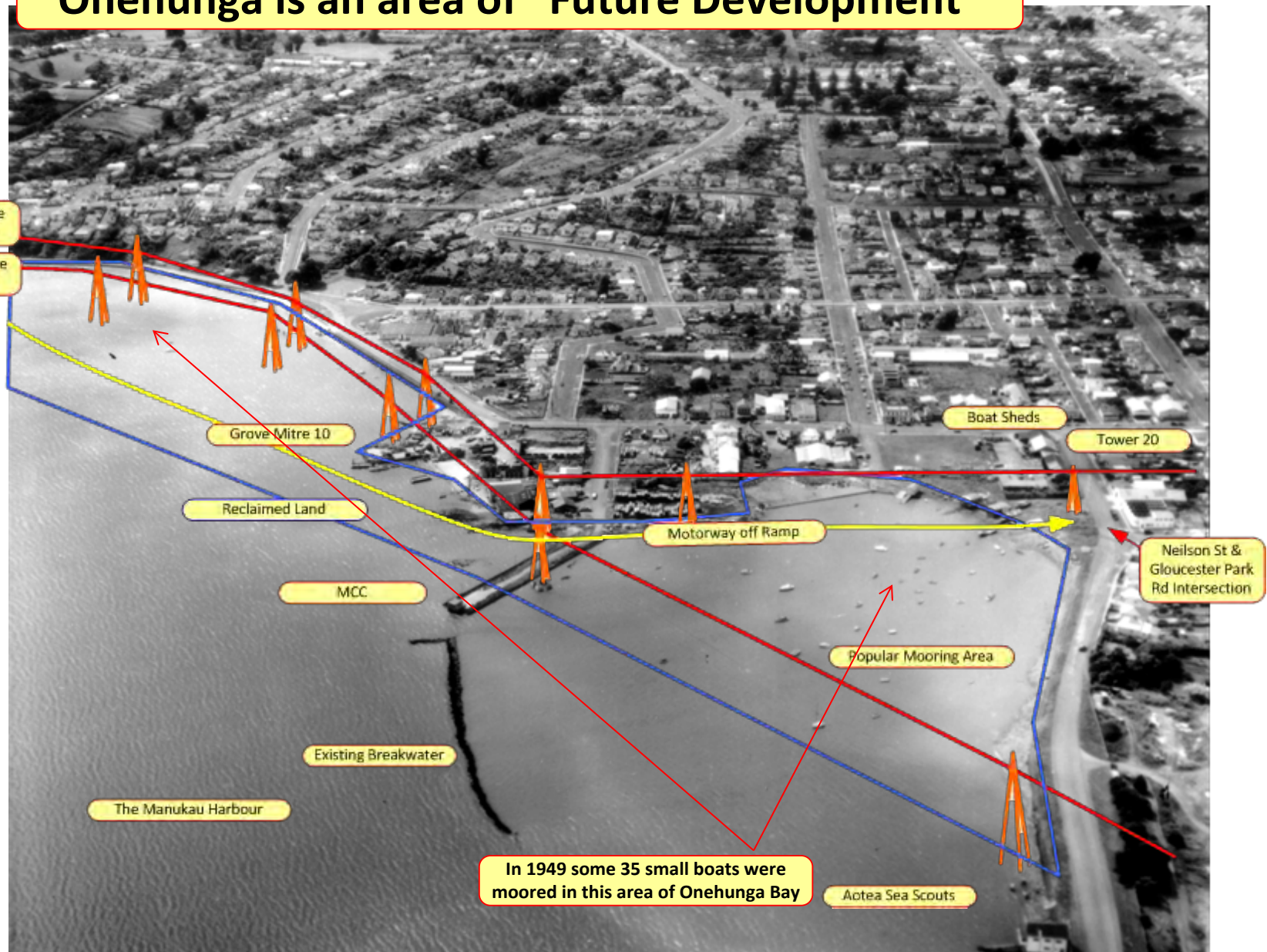
Pikes Point

Pollution of the Upper Manukau Harbour



Poor Quality Reclamations
Methane Gas
Leachate

Onehunga is an area of “Future Development”



Onehunga is an area of “Future Development”



Transpower's Lines through Onehunga



Under Transpower's present policy including NPSET these overhead transmission lines will still be compromising the central Auckland Isthmus for a further 100 years !!!

Opened in January 1875



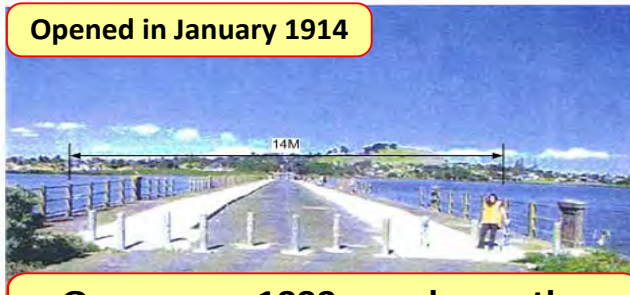
Opened in January 1875



Opened in January 1914



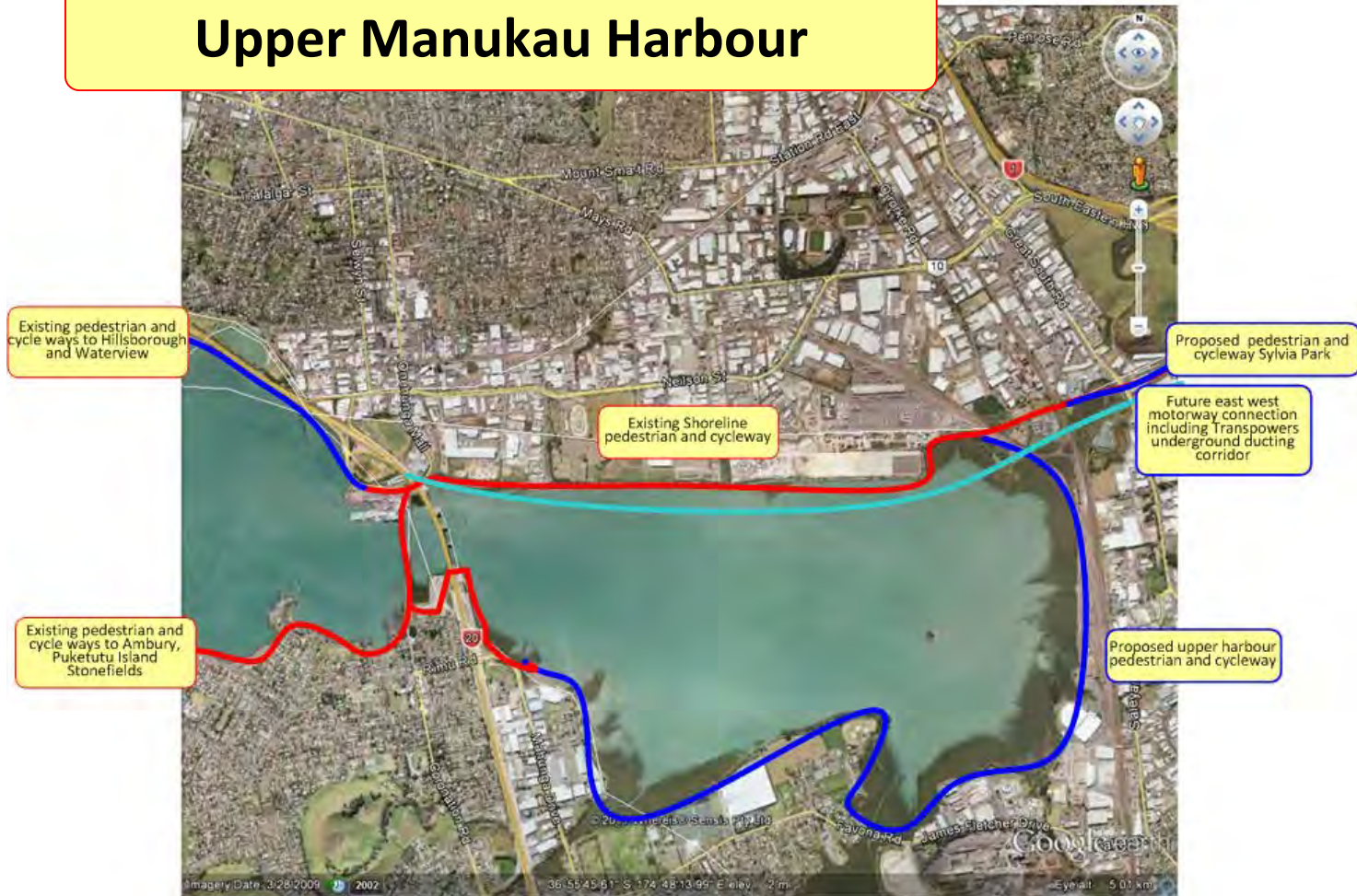
Opened in January 1914



On average 1000 people use the Mangere pedestrian bridge each day



Upper Manukau Harbour



Management of the Manukau Harbour

Previously:-

- Auckland Regional Council
- Department of Conservation
- Auckland City Council
- Waitakere City Council
- Manukau City Council
- Franklin Council
- Papakura Council

Today:-

- Auckland Council
- Department of Conservation

Manukau Harbour Management

- Is this the opportunity to implement a long overdue Manukau Harbour management process to ensure better outcomes are achieved?

Waitangi WAI-8 Settlement

Report of the Waitangi Tribunal on the Manukau Claim

Title

Title

REPORT

OF

THE WAITANGI TRIBUNAL

ON

THE MANUKAU CLAIM

(WAI-8)

WAITANGI TRIBUNAL
DEPARTMENT OF JUSTICE
WELLINGTON
NEW ZEALAND

July 1985

Original cover design by Cliff Whiting, invoking the signing of the Treaty of Waitangi and the consequent development of Maori-Pakeha history interwoven in Aotearoa, in a pattern not yet completely known, still unfolding.

National Library of New Zealand
Cataloguing-in-publication data

New Zealand. Waitangi Tribunal.

Report of the Waitangi Tribunal on the
Manukau claim (Wai 8). 2nd ed. Wellington, N.Z.:
The Tribunal, 1989. 1 v. (Waitangi Tribunal reports,
0113-4124) "July 1985".

First ed. published in 1985 as: Finding of the Waitangi Tribunal
on the Manukau claim.
ISBN 0-908810-06-7

1. Manukau Harbour (N.Z.)-- Water-rights. 2. Maoris--Land tenure.
3. Waitangi, Treaty of, 1840. I. Title.

Waitangi WAI-8 Settlement

July 1985 Findings WAI 8

Report of the Waitangi Tribunal on the Manukau Claim 09 Findings

9.2 Findings on the Comprehensive Claim

9.2 FINDINGS ON THE COMPREHENSIVE CLAIM

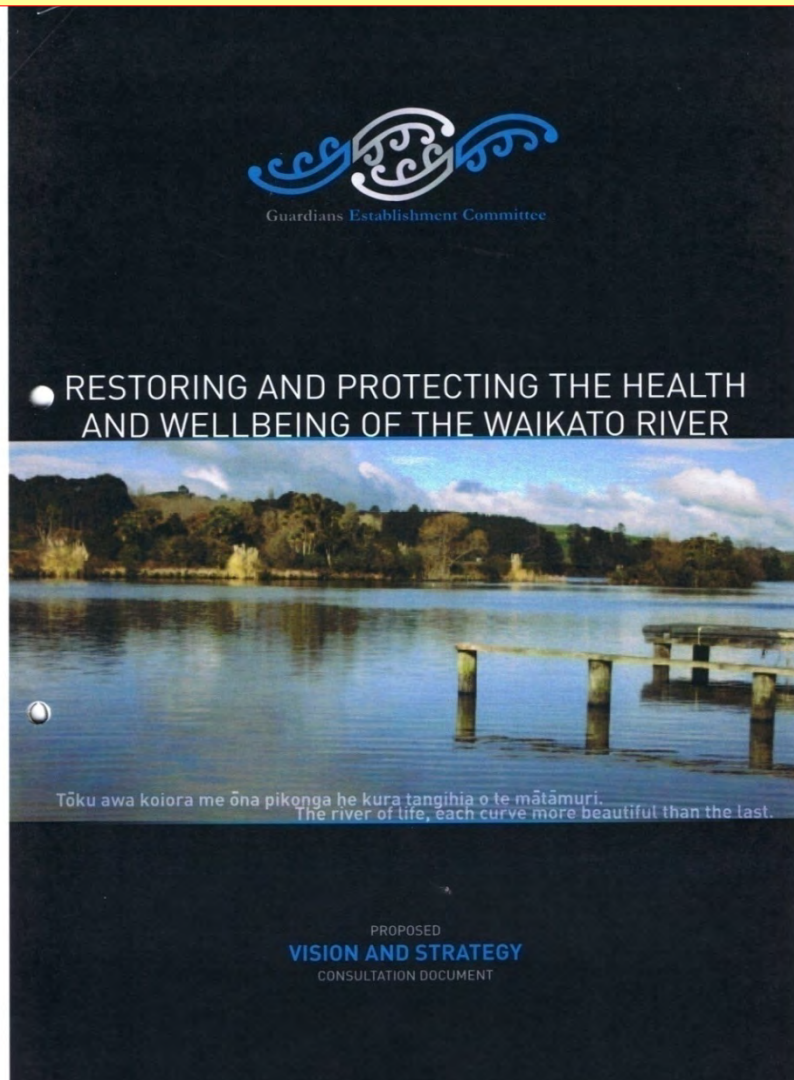
July 1985 WAI 8 Findings

“Although there is still no operative Maritime Harbour Plan or Regional Plan for the harbour these plans are being worked on. Past delays have been adequately explained, but urgent action is now required”.

December 2011 still no plans

Governance of the Waikato River

Proposed Vision and Strategy for the Waikato River.



THE AGREEMENT IN PRINCIPLE: A CO-MANAGEMENT APPROACH

Under the terms of the Agreement in Principle, the overarching principle of the proposed settlement is **to restore and protect the health and wellbeing of the Waikato River for future generations.**

The proposed settlement aims to reflect a shared commitment by the Crown and Waikato-Tainui to enter into a new era of 'co-management' in respect of the Waikato River. Co-management requires more than consultation alone; it requires a commitment to the highest level of good faith engagement and consensus decision-making between the two parties. It also requires having regard to statutory frameworks and the mana whakahaere (authority, rights of control) of Waikato-Tainui and other Waikato River iwi.

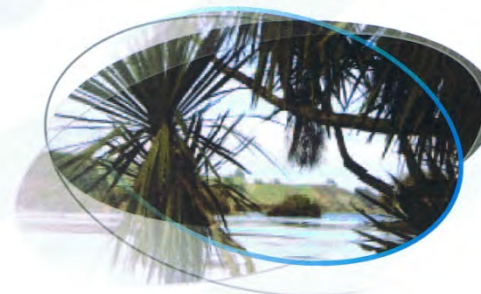
At the heart of the Agreement in Principle is the development of a Vision for the future of the Waikato River and Strategies to achieve that Vision. The Vision seeks to set the direction to improve the health and wellbeing of the River.

The Strategy will contain the actions required to achieve the Vision.

It is intended that the Vision and Strategy will contribute to an integrated and sustainable co-management approach of the Waikato River into the future.

The Vision and Strategy will form part of the settlement and is required to be given the highest level of recognition in legislation affecting the Waikato River.

The implementation of the Vision and Strategy will be overseen by a permanent organisation called the Guardians of the Waikato River.



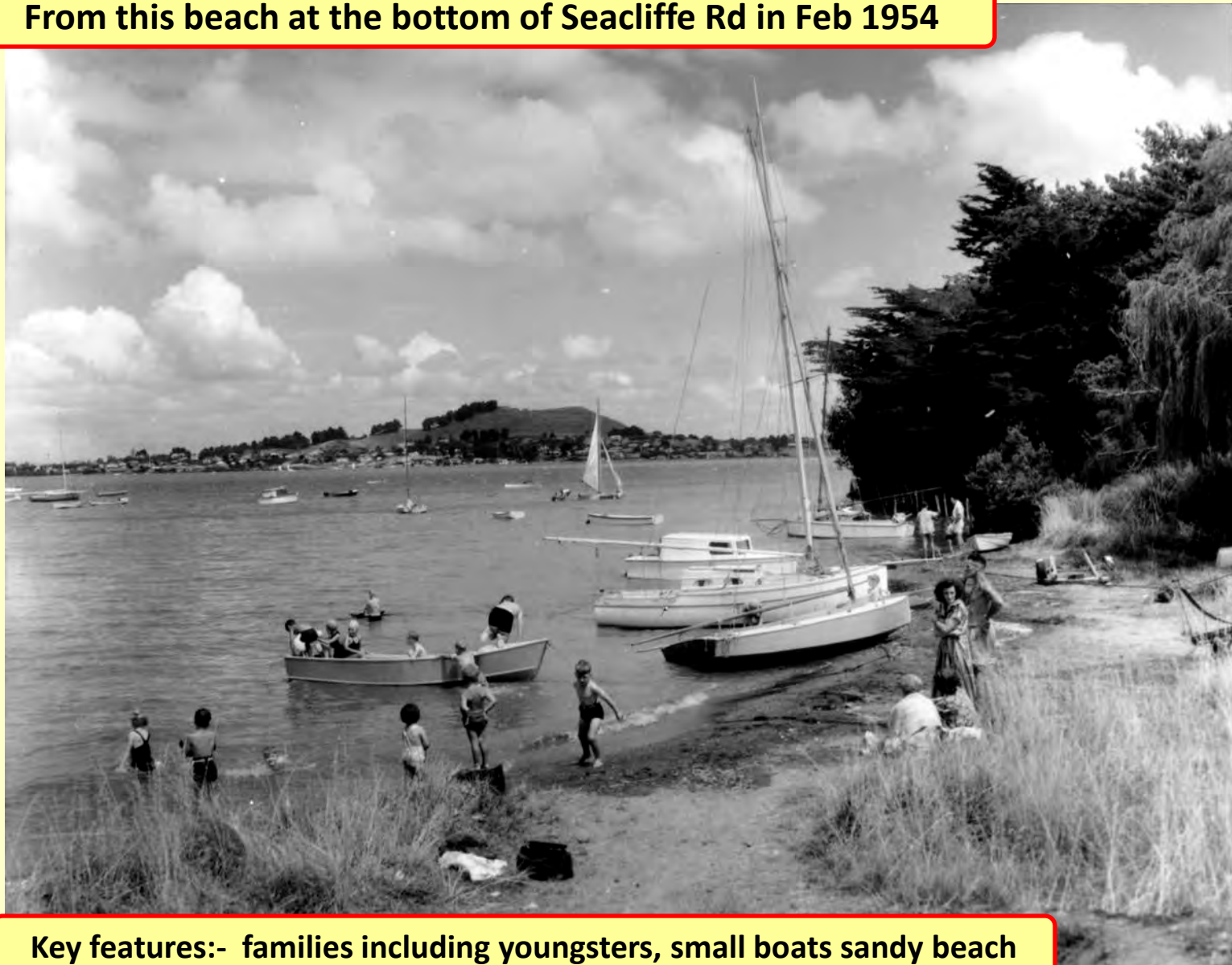
Auckland Volcanic Cones of settlement process

Tōku awa koiora me ōna pikonga he kura tangihia o te mātamuri.
The river of life, each curve more beautiful than the last.

Suggest

- 1. Establish the Onehunga Foreshore Restoration Group (OFRG) that must involve all key stakeholders similar to that established by MHX NZTA Fletcher BECA for the recent Mangere Bridge.**
- 2. Sea Scouts find the existing launching ramp unforgiving with its rocks either side for youngsters learning to sail.**
- 3. Can a floating pontoon system be included?**
- 4. To prevent damage to the pontoon can the rocky headland be slightly extended to the east to provide improved wave protection.**
- 5. Can a salt water flushing system be fitted into the ramp to flush the silt back into the harbour.?**
- 6. Can a hose be installed at the top of the boat ramp to wash off any mud and avoid spreading on the local roads?**

From this beach at the bottom of Seacliffe Rd in Feb 1954



Key features:- families including youngsters, small boats sandy beach

To this environment in November 2011



Key features no families no small boats no sandy beach but a 1.2km rock wall.

Onehunga Bay Restoration Project

RENDERED CONCEPT



The first stage of restoring this badly compromised area to a quality environment for both the local community and the people of greater Auckland.

The reconnection of Onehunga to the Manukau Harbour something that was lost some 36 years ago when the motorway was built.

The area will become a quality destination and not a place to pass through.

Some 300,000 people use the old Mangere pedestrian bridge each year (NZTA Auto Counter)

This project will reinforce the commencement of a Manukau Harbour improvement process ensuring a quality environment.

Onehunga Bay



The Onehunga Enhancement Society (TOES) would ask that this hearing panel recommend that consent be granted to undertake this proposal.

This project will be generational with the ability to become a legacy project for all of Auckland and a bench mark to restore not only the Onehunga Bay foreshore but the overall Manukau harbour to a quality environment we can be proud of.