Manukau Harbour Restoration Society
MHRS AGM 7-00pm 28th September, 2020

The Landing
Onehunga Harbour Rd
Onehunga
Chairman's Report

The Manukau Restoration Society (MHRS) continues to work towards long term improvements regarding the water quality of the Manukau Harbour. MHRS has a strong focus on a range of important issues both on the Manukau Harbour and the surrounding catchment areas.
Unfortunately, local and central government continue to ignore NZ's 2nd largest harbour.
The Kaipara Harbour (NZ's largest harbour) will receive $100m over a 10-year period to address a range of environmental issues especially sedimentation. The Manukau Harbour has suffered severe environmental damage over the last 100 years especially from sedimentation including large volumes of waste water that has damaged both the harbour's seabed and its marine life.

Sedimentation at the Waiuku Wharf

I believe that a long-term funding programme for the Manukau Harbour should be implemented with urgency along the lines of the Kaipara Harbour funding programme. The issues raised in the chairman's report can be addressed with appropriate funding strategy to commence a long overdue change program for New Zealand's 2nd largest harbour.
We continue to see more reports being prepared by a range of government agencies but the recommendations made by these reports are never implemented due to a lack of funding and commitment by our politicians and officers.
The harbour community has been promised a Hydrodynamic Model of the harbour for the past 4 years which to date has been funded by Auckland Council and Watercare using the services of NIWA and other organisations. The delivery date for this project continues to slide for reasons MHRS does not fully understand and it is the belief that when completed the Hydrodynamic model for the Manukau Harbour will become the foundation document for the long-term change process.

EAST WEST CONNECTION
The proposed EWL has now been on hold for 3 years due to the government seeking a revised route through the Onehunga and Penrose areas.
We are advised that NZTA has spent some $60m with its contractors preparing a draft design for the EWL and a further $12m at the hearing. To date $72m has been spent with no outcome to address the serious traffic issues in this critical part of Auckland. This cost of congestion to business

and the residential areas is significant and what were once quality residential streets continue to be compromised with heavy traffic flows.
The EWL needs to be built in a manner that delivers a true multimodal transport corridor between Onehunga and East Tamaki ensuring a quality outcome for all parties.

This part of the upper Manukau Harbour including Ann's Creek are highly compromised areas due to inappropriate reclamations by Auckland Harbour Board, One Tree Hill and Onehunga Borough Councils over many years and there is no reason why a quality foreshore environment along the lines of the 7-time award winning Taumanu Bay project cannot be delivered in this area.

SOUTHWEST WASTEWATER SERVICING PROJECT UPGRADE AT WAIUKU

Watercare has obtained a resource consent from Auckland Council to discharge treated wastewater from a new location in the Waiuku River channel as part of its $128-million South-West Wastewater Servicing Project. Construction of this project will not commence for a number of years.
MHRS has ongoing concern regarding the long-term impact of discharging treated waste water for the next 35 years adjacent to the Clarks Beach Golf Course, particularly around nitrogen and phosphorous levels. To determine what are the long-term impacts of discharging treated waste water at this location it is important that monitoring of scallop beds, sea weed, all marine life and especially sediment is commenced immediately so long-term bench marks can be established to ensure there is no long-term negative impact on the overall health of this part of the Manukau Harbour. MHRS was instrumental in establishing a robust Community Liaison Group (CLG) in association with Watercare to provide project oversight both during construction and its long-term operation.

WaterCare promotes the use of "dilution" where it discharges treated waste water adjacent to the Clarks Beach Golf Club and to better manage long term risk should this treated waste water be discharged into the Tasman Sea as a more environmentally acceptable option?
Fishermen refer to WaterCare's waste water outlet at Puketutu Island as a dead zone where it discharges large volumes of treated waste water and it's important that a similar issue does not occur adjacent the Clarks Beach Golf Course.
The late Dame Nganako Minhinnick wrote to Auckland Council advocating that waste water should not be discharged into the Manukau Harbour and an acceptable solution would be that this treated waste water be to piped directly into the Tasman Sea.
Is it appropriate to continue to discharge treated waste water into a shallow upper harbour areas r with limited flushing directly above the Clarks beach scallop bed for the next 35 years?
Treated waste water has been discharged for the past 50 years from Watercares Mangere Waste Water Treatment plant and this waste water takes some 12 days to reach the Tasman Sea. In 2020 is this still an appropriate method of discharge for treated waste water?

HYDRODYNAMIC MODELLING

MHRS continues to be concerned regarding "slippage" in delivering this project by Auckland Councils and its agencies WaterCare and Healthy Waters.
The Hydrodynamic Modelling project is probably the most important project this harbour will experience in the years ahead and the various experts have advised MHRS such a program will provide key data on water flow, phosphorous and nitrogen loadings and the impact of increasing treated waste water being discharged into the harbour especially when the Central Interceptor project becomes operational.

MANGERE WASTEWATER TREATMENT PLANT

The Mangere Waste Water Treatment Plant suffered a major issue with the 9 digestors used on their site earlier this year as part of the waste water treatment plant.

Local Mangere Bridge Residents were subject to odour issues originating from the plant during the period the digestors were not operating.
MHRS continues to be an outspoken member of the Community Liaison Group particularly focusing attention on operational issues such as the digestor malfunction and the ongoing incidences of process bypasses and questioning the long-term impact of discharges on the overall health of the harbour. We thank Ken Duff for his many years of service on the CLG.

WESTERN-CENTRAL ISTHMUS STORMWATER PROJEC/CENTRAL INTERCEPTOR

Watercare and Auckland Council's Healthy Waters Stormwater Unit have established a CLG to oversee projects being funded by the targeted rate for water quality improvements in the Central Isthmus. These improvements are being implemented in conjunction with the construction of the Central Isthmus project. MHRS is a foundation member of the CLG and is working to ensure the promised improvements to the quality of discharges into the Manukau Harbour occur as part of these projects.
MHRS continues to work with BirdsNZ and Watercare on the potential development of a bird centre for the harbour as part of the Central Interceptor project.

PORT OF ONEHUNGA

In October 2018 Panuku the property arm of Auckland Council purchased the Port of Onehunga from Ports of Auckland. Panuku have advised that it will be at least 5 years before they commence the change process at the port.
Does this mean that there will be no public access to the port until 2024?

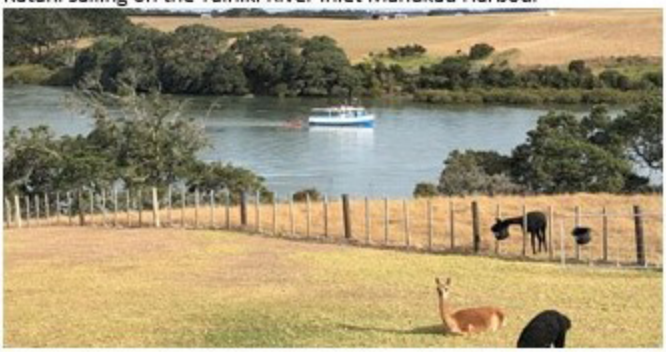
Safe public access to the Port of Onehunga is the key to unlocking the harbour and hopefully the start of a long overdue and it will most probably will be a generational change process over many years.
The port should be a facility that serves the greater Manukau Harbour which is linked with Light Rail or Heavy Rail immediately adjacent to the Port and overtime becomes the key transport centre to serve the Manukau Harbour and interfaces with the land based public transport system in Onehunga.

MHRS continues to work with a range of parties to establish a ferry service on the harbour with ferry terminals located at the Port of Onehunga and Clarks Beach as the key starting points to revitalise and unlock New Zealand's 2nd largest harbour.
Recently the residents of Clarks Beach and Waiau Pa communities established the "Clarks Beach Public Wharf Society" to obtain consent from Auckland Council and construct a public floating pontoon structure in the vicinity of the Clarks Beach Yacht Club.

Public Pontoon to be located off the end of the rock groyne
adjacent to the Clarks beach Yacht Club

The harbour continues to lack core infrastructure such as navigation markers, maintenance slipways, replenishment for fuel and water etc and safe all tide berthing facilities.
A commercial tourism operation has commenced on the harbour to show members of the public that the Manukau Harbour is a quality environment once you depart Onehunga. The operation continues to be compromised as there is no safe 24/7 public access around NZ's second largest harbour. The operator has enquiries from schools who would like to commence a marine and harbour education program to educate young people in water skills including kayaking and responsible sustainable fishing practices which is currently restricted as there is no safe 24/7 all tide public access to his vessel from anywhere in the harbour.

Ratahi sailing on the Taihiki River Inlet Manukau Harbour



MANUKAU HARBOUR NAVIGATION MARKERS AND NAVIGARTION CHARTS

On the south western side of the Manukau Harbour there is a lack of navigation markers and the existing channel markers have not been maintained for many years.
Appropriate navigation markers will ensure safe boating for all harbour users and is it the responsibility of Auckland Council and Maritime New Zealand to commence such a program?
New cost-effective technologies emerge and a 3-Dimensional scan of the harbour seabed should be implemented to start the change process. This data not only ensues safe boating practice but provides base data as to how this harbour will be redeveloped in a responsible manner over the next 50 years.

NIWA & CAWTHRON INSTITUTE

MHRS continues to have concern regarding the high level of seaweed growth around the harbour. This issue requires further research to determine what drives excessive sea weed growth and in the last few months the sea weed growth problem appears to have recommenced yet again.

Long term risk management of the harbour will be better understood by council and its agencies by engaging with volunteer groups around the harbour to implement this improvement process.

TRANSPOWER

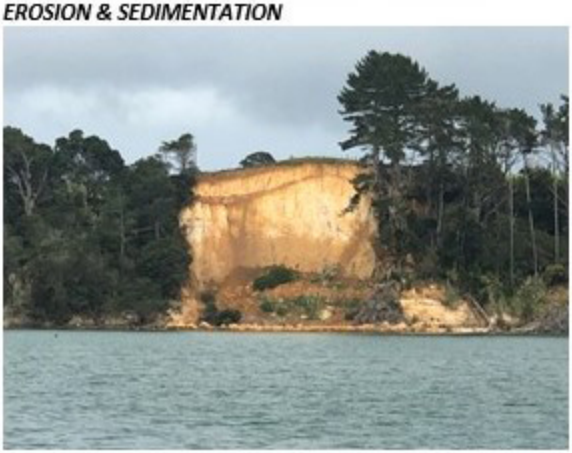
Transpower has released a report regarding the undergrounding of their overhead transmission lines through the Auckland area and have indicated that the budget required is in the vicinity of $4 billion. Transpower will not fund such a project as the Commerce Commission rules always seek the lowest price. Under the current Commerce Commission rules Transpower expects Auckland Council to pay the $4b and Mayor Goff has said no and that Auckland Council will not pay to underground a Transpower asset which I would agree with.
Transpower continues to ask the question why should the rest of NZ pay for undergrounding their overhead lines through Auckland.

The Auckland region is a significant financial contributor to the operation of Transpower per head of population and the land under their lines this land continues to become very valuable however the Commerce Commission rules do not take this increasing land value into account when carrying out the economic test when undergrounding their overhead transmission lines. Unfortunately, the Commerce Commission current policy encourages poor utilisation of the land under Transpower's lines resulting in the land not being used in the most efficient manner to bring economic prosperity to NZ Inc.
The Auckland Central Isthmus is the most important economic business area of NZ and generates significant taxation (company and employee) to central government as well as rates to Auckland Council.
Central government in cooperation with Auckland Council need to revise the Commerce Commission and planning rules ensuring best utilisation of the land under Transpower's lines generating increased taxation to central government building a better society.

AOTEA SEA SCOUTS

MHRS continues to assist the Aotea Sea Scouts in presenting to the MTLB seeking that the Outstanding Natural Feature (ONF) be lifted in front of their building to allow a high-quality foreshore to be implemented. Recently Stephen Lasham from Aotea Sea Scouts met with Chris Makoare current chair of the MTLB and it is disappointing to advise that no progress has been made regarding this matter since our last meeting with Chris and the Maungakiekie Tamaki Local Board.
The Auckland Council planners effectively stopped a high-quality outcome in this highly compromised area which is likely to remain in this state for the next 35 years which is very disappointing to our harbour community. We continue to identify cross communications between the various departments of council and government agencies as they appear to have different agendas and there is a total lack of leadership in the democratic process.

EROSION & SEDIMENTATION



One of the land slides on the Awhitu Peninsula

Landslides continue to be a major contributor to sedimentation of the Manukau Harbour which need to be addressed and well-engineered solutions are implemented to manage this historic issue. Auckland Council can provide two options to manage coastal hazards including erosion of the foreshore.

1) Adopt a strategy of holding the location of the shoreline which involves management of the natural coastal process.

2) Adopt a strategy of retreat from the hazard which involves managing the hazard and, in some instances, relocating to a more suitable location.

Recently Auckland Council adopted the "engineered solution" approach to manage the sand erosion issue along the Orewa beach shoreline that [laced the public reserve and properties under threat.
Parts of the Manukau Harbour are also subject to coastal erosion where sandstone cliff faces are collapsing into the harbour. The density of the sandstone varies and the softer material is more prone to erosion caused by wave action where cliff faces become undermined resulting in the collapse of sandstone cliff faces into the harbour.
Over many years Auckland Council has developed a series of dedicated coastal esplanade reserves along the edge of the Manukau Harbours shoreline and it is these areas especially on the southern shorelines that are collapsing into the harbour adding to an already high sediment loading.
There are two options: -

1. An engineered solution
2. A managed retreat

I believe that Auckland Council should commence a series of trials to determine appropriate solutions in finding an engineered solution.
One option would be the use of Mudcrete (marine sediment mixed with Portland Cement) to stabilise these suspectable sandstone cliff faces.
Auckland Council has successfully used Mudcrete for a range of activities including POAL's container terminal, Westhaven carpark extension, Tamaki Drive artificial reefs and boat ramps on the Tamaki River.

Such a Mudcrete program would stabilise these suspectable sandstone cliff faces by protecting the soft sandstone from further erosion ensuring the councils esplanade reserve enjoys long term protection and, in some locations, would provide safe walkways and cycleways along the foreshore currently not accessible to the public.

MANGROVE RESEARCH

Over the last 12 months there has been significant mangrove growth around the Manukau Harbour.
Some 5 years ago, MHRS worked with NIWA monitoring mangroves around the Port of Onehunga as part of a research program.
MHRS questions should there be an annual mangrove monitoring program to determine the increase or decrease in size of the mangrove population around the harbour including the number of seedpods (propagules) dropped per hectare per year?
We are told by scientific research that sedimentation of the harbour due to urbanisation is one of the key drivers for the increase in mangrove numbers around the harbour and would a research program determine the actual increase and or decrease of mangrove areas on an annual basis and are they improving both the water quality marine shoreline and marine life of the harbour?

Where research has been carried and the juvenile mangroves removed there is a strong smell of Hydrogen Sulphide (rotten eggs) in the immediate area indicating that there are low oxygen levels in the sediment which cannot be assisting marine life.
While the levels of hydrogen sulphide are quickly dispersed into the surrounding atmosphere at what we understand to be at low concentration levels and not sufficient to cause death as has occurred in Rotorua's geothermal areas.

A question to be asked is the sediment improving the overall health of the Manukau Harbour or not and should mangroves continue to be a protected species and should the sediment discharged into the harbour by our society over the past 100 years be removed?

There is a place for mangroves but since the mid 1980's there has been significant areas growth right across the harbour and in the area above the Port of Onehunga towards Westfield today there is an area of some 144 hectares or 350 acres of mangroves that did not exist in the mid 1980's.

Mangrove seedpods captured at the Waiau Pa Boat Ramp during one tidal cycle.

When you consider the number of seedpods (Propagules) that are dropped by individual mangrove trees over a 12-month period the number and volume is significant and is it appropriate that mangroves are allowed to compromise the harbour foreshore and remain a protected species?

TAUMANU BAY EROSION

Earlier this year erosion of the shoreline at Taumanu Bay saw part of the grassed area collapse into the harbour. A representative of TOES and MHRS met with Council officers and council contractor on site to resolve the issue. The preferred council plan was to move sand from the south eastern end of the main beach where it had built up and relocate to the area that had been subject to erosion issue. They were going to add additional curvature to the shape of the beach to better manage the erosion risk. Any soil would be reused within the green spaces of Taumanu Bay.
This erosion problem has been successfully reinstated by Council officer Rick Everitt which is much appreciated by the community.

DYING POHUTUKAWA TREES AT TAUMANU BAY

Pohutukawa trees appear to be under considerable stress at Taumanu Bay with some unfortunately dying. An offer was made to Auckland Council by a TOES and MHRS representative that a group of local volunteers could be established to ensure the Taumanu trees were watered fertilised during the hot summer ensuring their long-term survival on a regular basis. To date unfortunately MHRS has not received a reply from Council.

MHRS EXECUTIVE COMMITTEE

I am grateful to the committee members for standing for the committee for another year.

Deputy Chair	TBA	
Secretary	Geoff Shearman	
Treasurer	Jill Rowe	
Committee member	Bronwen Turner	Cornwallis / Research/Watercare
Committee member	Ken Duff	Hillsborough / Water Quality
Committee member	Peter Gibson	Onehunga
Committee member	Leonie Norton	Communications/Social media
Committee member	Judi Goldsworthy	Weymouth / Research
Committee member	Fred Buck	Weymouth / Research
Committee member	Kerry Martin	Onehunga / Research
Committee member	Kerry Harvey	Research
Committee member	Nicholas Lee	Research
Committee member	Stephen Lasham	Sea Scouts/ Onehunga foreshore

We all appreciate the support shown to MHRS and I believe MHRS will continue to provide strong leadership in implementing positive change to the Manukau Harbour.

Signed

Jim Jackson
Chairman
MHRS