

Manukau Harbour Restoration Society
MHRS AGM 26th April 2014 7-00pm



The Landing

Waterfront Rd

Onehunga

Chairman's Report

The Manukau Restoration Society (MHRS) continues to grow and sets goals to bring long term positive change to the Manukau Harbour by developing strong relationships between with central and local government and the community surrounding the Manukau Harbour.

1. AUT RFID Project

AUT have been working with both Auckland Council Watercare and MHRS on developing a system using this rapidly developing technology to find a cost effective and more efficient system to identify sewage stormwater cross connections.

2. AUT Oyster Crushing Project

AUT have been working with Auckland Council and MHRS on building a prototype oyster shell crushing machine. The project is designed to test if a sustainable process can be developed to turn both dead and living oyster shells into sand like material for beach nourishment, reduce the danger to swimmers and boats and discharging the raw flesh back onto the harbour.

3. Onehunga Bay Restoration Project

The Onehunga Bay project is well underway with most of the clean fill being placed on site. The new pedestrian bridge is currently under construction in Napier and is due for installation later this year. Additional anti throw screens maybe fitted to the new bridge to stop people throwing rocks onto cars passing underneath. The screens come at considerable cost to NZTA and we need to be sure they will solve the problem and complement the aesthetics of the project.

4. Mangrove and Sediment Study Projects with NIWA

MHRS has been working with NIWA for over a year providing volunteer time to research into reseedling and regrowth in two study areas in Mangere Inlet. An Onehunga High School student, Tama Elliott, was awarded a science fair prize for the research poster he developed through working with us and NIWA. MHRS will continue to work with NIWA on mangrove regrowth until the end of 2014 and in addition we are in discussions with NIWA regarding researching sediment issues. When mangroves are removed there is a regrowth problem with the seeds from other mangrove plants re-establishing in the sediment. We need to establish a sustainable process to manage the sediment problem which has been created by urbanisation of our society.

5. Onehunga Wharf

With Pacifica Shipping no longer calling at the Port of Onehunga and Holcim due to vacate in 2016 there is an opportunity to prepare a vision for how this wharf maybe redeveloped to serve the people of Auckland. The Port of Onehunga should be redeveloped as a joint public and working port facility. Expressions of interest are currently being discussed with interested parties to establish a wet fish market in association with the fishing vessels, ferry terminal, small marina, coastguard facility, haul out facility, storage for Aotea Sea Scouts, Waka Ama and boat building school to support these vessels, to preserve our rich marine history and provide a public amenity serving visitors and all the communities around the harbour.

6. Auckland Traditional Boat Building School

MHRS is currently in discussion with the Auckland Traditional Boat Building School to find a location close to the Onehunga Wharf where people are trained in the traditional skills of boating building. The Manukau Harbour has a rich history of boat building and we are working closely with ATBBS to find a solution that works for all parties.

7. New Mangere Pedestrian Bridge

NZTA have awarded a \$1m design contract for the replacement Mangere Pedestrian Bridge and are working with a range of parties to build the replacement. The construction timetable will be subject to a robust business plan being prepared and work is planned to commence next year.

MHRS is keen that any new bridge structure is of sufficient height to allow vessels access to the upper Manukau Harbour. MHRS will continue to encourage NZTA to include a lifting section as part of the construction project as it will never be cheaper and will bring positive change to the upper harbour. For over 100 years the upper harbour has been off limits to most vessels because the existing pedestrian bridge is too low. I understand that the reason the old bridge has remained for so long after the high level bridge was completed is because large coastal vessels using the Port of Onehunga on occasions would lose control and a barrier was required to protect the high level bridge. With large coastal vessels no longer calling at Onehunga the additional \$5m for strengthening could be used to include a lifting section to ensure the upper harbour is developed in a sensible manner.

Auckland Council has advised that it would take between \$45k and \$60K and about 6 months to get consent. MHRS wants to work with Auckland Council in a positive manner and bring long term sustainable change to a highly compromised area.

8. Mangere Bridge All Tide Ramp

The Mangere Bridge All Tide Upgrade is now complete which is great news and will serve our communities. The cost to provide one additional boat ramp with a wave screen and floating structures was in the vicinity of \$2.6m, however additional project costs in the vicinity of \$500,000.00 will push the final price to around \$3.1m. MHRS is very supportive of quality outcomes that provide safe harbour access and believe that we need to work closer with Council to ensure the best solutions are delivered at a reasonable cost. With a more robust management process we may have been able to deliver two additional boat ramps with a price of \$1m each including wave screen and floating structure and ramp flushing to remove sediment.

9. Transpower

MHRS recently presented to a parliamentary select committee regarding Transpower's high tension transmission lines through the Auckland Isthmus. This is the start of a generational change needed by finding long term solutions to relocate these lines underground. If Transpower secured space in new motorway developments and the Waterview Tunnel it would be possible by 2020 to have the lines between Otahuhu and Henderson placed underground. Land value continues to become very expensive within the Auckland isthmus and we need to ensure the best utilisation of land is made.

10. East West Link

Auckland Transport and NZTA continue to work their way through the best route option. They have recently dropped the Mangere Option and are looking closely at the East West link being located on the northern side of the harbour. MHRS is opposed to reclamations of the style undertaken some 50 years ago. However we would support such initiatives if a reclamation is undertaken for the right reasons, follows best practice, it tidies up a very damaged environment and the completed project provides a much improved outcome.

The East West link located on the northern side of the harbour could use the sediment our society has allowed to accumulate in the harbour as a structural component for the expressway. The

expressway has the ability to provide a new foreshore right around the upper harbour for walkers and cyclists and by reducing the travel time between Onehunga and Highbrook, it could reduce the size of the truck fleet and carbon footprint. This project has the ability to bring economic and environmental benefits not only to Onehunga but all of NZ if all parties work together.

11. Watercare Central Interceptor Project

MHRS submitted in opposition to the permits being granted to Watercare for the Central Interceptor Project. The permits were granted and MHRS appealed these decisions with the Environment Court. MHRS applied for and received \$40,000 of Ministry of the Environment grant funding to help cover legal and expert witness costs that will be incurred during the appeal. MHRS is currently part of informal discussions with Watercare and the Stormwater division of Auckland Council as suggested by the court. MHRS believes that stormwater and sewage separation at source is a critical part of best practice and will reduce flows to the Manukau Harbour. Currently Watercare and AC's Stormwater department are two separate entities but they should be working together. During storm events the large volume of stormwater that enters the sewer system compromises the operation of the Mangere Waste Water Treatment Plant and we need to find ways to assist Watercare in reducing flows and increasing the quality of discharges into the Manukau Harbour.

12. Waka Ama

We continue to support Waka Ama by encouraging young people to join them. Recently we assisted the bi annual Waka Ama race between Okahu Bay and Mangere Bridge by assisting them with a temporary boat ramp at Railway Lane Otahuhu and by removing mangroves in the launching area. Some 300 crew members used the ramp during the event. What was a highly compromised area was transformed into a quality outcome for the event.

13. Manukau Harbour Forum

We continue to work closely with the Manukau Harbour Forum and are grateful to Jill Naysmith for her continued leadership. As part of our efforts to support changes at the Onehunga Wharf, MHRS applied for and received \$18,000 of grant funds from the 9 local boards comprising the Manukau Harbour Forum to undertake an AUT visitor and recreation study of the Manukau Harbour. This study is the first step in acquiring robust data as to how the harbour can be restored as a recreation and tourism asset for its communities and Auckland as a whole. This study is also a step towards making the case for expanded public access at the Onehunga Wharf including providing ferry and other transportation, recreation and tourism oriented services.

14. Mangrove Removal Project Upper Harbour

MHRS is grateful for grant funds it received from the Maungakiekie-Tamaki Local Board which allowed us to hold a community working bee in August to remove mangroves from areas where we have resource consent around the Mangere Inlet foreshore. Hayden Mack, chair of MHRS mangrove program, continues to drive the mangrove removal program and has already delivered some great outcomes. MHRS has consent for a number of areas but we continue to have insufficient funds to undertake chipping of the mangrove branches and off-site disposal. Chipping has become a major cost issue and we have considered purchasing our own chipping equipment and selling the chips to offset some of our costs. Once mangroves are removed the next issue is the continual reseeded of cleared areas by seeds from existing plants. We need to be finding long term solutions to mangrove management.

15. Proposed Auckland Unitary Plan - PAUP

MHRS submitted on both the Draft and the Proposed Auckland Unitary Plan. We continue to work for simpler, more permissive rules that encourage responsible removal of mangroves which have been allowed to proliferate in the Manukau Harbour since WWII. We believe rules should allow removal by volunteers in harbour communities. We also believe the regulations in the PAUP will hinder restoration of the harbour and protection of migratory bird habitat and fish breeding areas

and will make it difficult for any new recreation amenities such as wharves and boat ramps to be built. We intend to present to the hearings commission on these points later in 2014.

16. Seaweek and the Manukau Harbour Photo Competition

MHRS continues to support Seaweek which is held the first week of March and for the third year supported the Goodbye Godwits family morning at Ambury Regional Park. This year we inaugurated a photo competition featuring the harbour which produced some fine photos highlighting the beauty of both natural and manmade aspects of the harbour. We hope to make this an annual event.

17. Website, Facebook and Twitter

Thanks to the hard work of Leonie Norton, we have made great strides this year in our outreach to different communities around the harbour using our website and an associated facebook page and Twitter. This has generated an increase in membership and gotten out the word out on our activities and harbour issues to a much larger audience. We are pleased to be launching our new look and more user friendly website this month.

I am indebted to the continuing dedication and hard work of all members of the MHRS executive team made up of the following people. We also welcome Judi Goldsworthy and Fred Buck to the committee who joined us during the year.

1. Deputy Chair	Bronwen Turner	
2. Secretary	Joanna Black	
3. Treasurer	Jill Rowe	
4. Committee member	Brian Pilkington	Mangere
5. Committee member	James Papali'i	Waka Ama
6. Committee member	Roger Baldwin	Water Quality
7. Committee member	Peter Gibson	Onehunga
8. Committee member	John Carr	Waiuku
9. Committee member	Garth Houltham	Waikowhai
10. Committee member	Murray McNaughton	Awhitu
11. Committee member	Hayden Mack	Mangrove Project
12. Committee member	Leonie Norton	Communications
13. Committee member	Judi Goldsworthy	Weymouth
14. Committee member	Fred Buck	Weymouth

We also acknowledge the following members of the executive team who have resigned from the MHRS executive committee because of changing circumstances however will remain as members of MHRS.

- Joanna Black
- Brian Pilkington
- Garth Houltham
- Murray McNaughton

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

A handwritten signature in blue ink, appearing to read 'Jim Jackson', with a long horizontal stroke extending to the right.

Jim Jackson
Chairman
MHRS