

8 September 2015

John Rogers
fyi-request-2952-632f2b94@requests.fyi.org.nz

Dear John

Request made under the Official Information Act 1982

Thank you for your email of 18 July 2015 requesting the following information under the Official Information Act 1982:

'Please may I have copies of any correspondence and records of correspondence between iwi and project partners regarding proposed changes to the Mangere Inlet foreshore and surrounding area as part of any East/West link options.'

The attached documents fall within the scope of your request. These are copies of correspondence, meeting agendas and minutes for the period between December 2013 and July 2015.

As advised in my email of 27 July and my letter of 27 August, the project partners are the Transport Agency and Auckland Transport. The attached is the information we hold but you would need to contact Auckland Transport separately to request any information they might hold.

I have withheld information from some of the documents as it is outside the scope of your request. I have also withheld information under section 9(2)(a) of the Official Information Act 1982. This section allows for the withholding of information to protect the privacy of natural persons.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28(3) of the Official Information Act 1982, you have the right to apply to an Ombudsman for an investigation and review of the decision to withhold this information. The address is:

Office of the Ombudsmen
PO Box 10152
Wellington

If you would like to discuss this reply with the NZ Transport Agency, please contact Scott Wickman, Senior Transport Planner, by email to scott.wickman@nzta.govt.nz or by phone on (09) 969 9800.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Brett Gliddon', with a stylized, cursive script.

Brett Gliddon

Highway Manager Auckland and Northland

Scott Wickman

From: [REDACTED]@ngatiwhatua.iwi.nz>
Sent: Saturday, 21 December 2013 7:35 p.m.
To: [REDACTED]

Cc: Tipa Compain (AT); Tui Gilling (AT); maea.rawiri@aucklandtransport.govt.nz; Theunis Van Schalkwyk (AT); Scott Wickman; Ian Blundell (AT); Daryl McIntosh (AT); victoria.jessop@nzta.govt.nz; Philippa.White@aucklandtransport.govt.nz; Sarah Wheeler (AT); Victoria Jessop
Subject: RE: East West Link Mana Whenua Wananga - 4th Dec 2013-2013 12 19
Importance: High

Tēnā ano koe e Saby – is there a possibility that this info can be accessed through the Drop Box set up after the Sept presentation please? [REDACTED]

From: Saby Viridi [mailto:Saby.Virdi@nzta.govt.nz]
Sent: Thursday, 19 December 2013 10:55 a.m.

[REDACTED]

Cc: Tipa Compain (AT); Tui Gilling (AT); maea.rawiri@aucklandtransport.govt.nz; Theunis Van Schalkwyk (AT); Scott Wickman; Ian Blundell (AT); Daryl McIntosh (AT); victoria.jessop@nzta.govt.nz; Philippa.White@aucklandtransport.govt.nz; Sarah Wheeler (AT); Victoria Jessop; Victoria Jessop
Subject: East West Link Mana Whenua Wananga - 4th Dec 2013-2013 12 19

Tena koutou katoa, nga mihi nei kia koutou e hui hui nei mo te kaupapa a East West Link.

The Wananga was the second for most in attendance subsequent to the East West Link information hui held at Mt Smart Stadium on 25 September 2013.

A request was made at the conclusion of that hui for a high level MVA based on the information provided prior to and at the hui. Two have been received from Te Kawerau and Ngati Whatua (Runanga) prior to the 4th Dec Wananga.

Mana whenua were invited to attend and participate-observe an internal four day workshop between NZTA, AT and AC 18-21 November 2013 to further develop the route options. Ngati Maru. Ngati Whatua Orakei and Ngati Whatua

Runanga attended over the four days. Ngati Whatua Orakei gave some very specific feedback on sites of significance to them within the Option A area.

The outcomes of that internal workshop were presented to Mana whenua at the 4th Dec Wananga.

4th Dec Wananga Iwi outcomes:

- Mana whenua were made aware of some changes to the proposed route options first provided.
- The Northern (zone) options A-B of the study area is to be given priority focus for immediate response from Mana whenua.
- Mana whenua Kaitiaki will provide a formal response from their respective iwi authority with recommendations to Options A0, A1, A2 by the 15th January, 2014.
- The Southern (zone) options B-D were explained and are to be scoped and further discussion had with mana whenua on the options developed.
- Mana whenua will also submit light comment on the remaining B1, B2, B0 and C1 options with A.
- Given the time and resource constraints Iwi are faced with, it is requested that the individual Mana whenua representatives provide an email to Tipa stating any support needed to achieve the formal response by the 15 January, 2014.
- Iwi discussed the potential to collectivise a response however will co-ordinate this initiative between themselves and should they require support they will include that in their request to Tipa.

Please email Saby & Tipa as soon as possible on any support, information and arrangement of resources that may be required for your response to options .

Nāku, nā

Saby Virdi | Principal Engineer
Investigation and Design (North)
CPEng , MIPENZ, IntPE(NZ)
6 Henderson Valley Rd, Henderson
Private Bag 92250, Auckland 1142
M 021 988 420
Email saby.virdi@aucklandtransport.govt.nz

Find the latest transport news, information, and advice on our website:
www.nzta.govt.nz

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**Manu Whenua Hui #4 Minute
East West Connections: Mana Whenua Hui #5 Minutes**

FIRST DRAFT for Review

By: Amelia Linzey
Subject: Review and comment on the Short-list

Date: 21/10/2014
Our Ref:

EWC Project Team: Scott Wickman, Eynon Delamere, Amos Kamo, Leigh Auton, Amelia Linzey, Murray Wallis, Noel Nancekivell, Brent Meekan

██████████ *Ngāi Tai ki Tāmaki*
██████████ *Ngāti Maru*
██████████ *Te Rūnanga o Ngāti Whātua*
██████████ *, Ngāti Tamaoho*
██████████ *, Te Akitai Waiohua*
██████████ *, Ngāti Whātua o*
Orakei
██████████ *, Pukaki Māori Marae Committee and Te Akitai*
██████████ *, Ngāti Paoa (in part, 3pm*
on)

Apologies – ██████████

ITEM

Purpose of hui:

1. Get feedback on the options
2. Discuss the MCA
3. Confirm process going forward for assessment and reporting on the short-list of options

Introduction:

██████████ opened meeting.
Scott introduced purpose of meeting.
Round-table introductions.

Issues / Questions raised / Record of Discussions (These notes are a general record, and not intended as a verbatim minute. Comments are made in text, with response (where appropriate) from the EWC team in *italics*):

Options Discussion and Feedback

Amelia / Scott	<i>Provided a summary of the consultation feedback received from others to date, including residents, businesses and other agencies (e.g. Department of Conservation)</i>
General questions / discussion	
██████████	Scale of residential impacts between options E and F (<i>indicated it was approximately double</i>) Noted there is the old Panama quarry in that location, Spring Park (Maclennans Hill lava field, basalt layer) noted that it there are springs and taonga in this area. Importance to understand the archaeology of this area Noted that there was an urupā identified at Tip Top
██████████	Spring Park development area and quarry, maunga values, military prison history - so area of significance



Manu Whenua Hui #4 Minute

[REDACTED]	What is preferred option at this stage? <i>Noted that there is strong support from business sectors for full connection but that it might be staged and affordability will be quite a big question.</i>
Option A	
[REDACTED]	Weakness – the Neilson Street / Onehunga Mall intersection is already problematic (narrow bridge). Would be difficult to construct and widen this without disrupting businesses. Could provide little transport connection – will not improve connection to South SH1 sufficiently Cost of this option – <i>at this stage noted approximately \$100M</i>
Option B	
[REDACTED]	This option would be significant opposition Recognised the business disruption impacts Recognising this option does 'little good', increase traffic on Church Street
Option C	
[REDACTED]	Why lights at Great South Road? – <i>there are already lights and grade separation would not provide the same business access for Great South Road.</i> Noted that there are lots of smaller businesses to which improved local access will be of benefit (grade-separation might have been more appropriate if freezing works were still operational).
[REDACTED]	How would you build on the landfill – <i>Acknowledged that more maintenance likely to be required, but would use construction methodology to reduce this impact. Recognised it is a more challenging option. Similar construction methods at Barry's Point Road (some construction issues like gases)</i>
[REDACTED]	Issue of whether the construction of such a facility provides any opportunities for environmental benefits. <i>Noted that there would be opportunity for some leachate management with this option.</i> Where is existing leachate swale? <i>noted that there is leachate collection around Pikes Point landfill and to the east. The trench would be affected by the Option so would need to address these impacts as part of the option.</i> Would there be an increased risk of leachate – <i>yes but would require construction management and construction style. Example of polystyrene construction – though there are construction challenges with this option too.</i> How is the leachate managed? – <i>Noted that the contamination is currently managed through Auckland Council. This option might need to address changes to leachate management – but would not really improve this.</i>
[REDACTED]	Who is Ann (Ann's Creek)? Comment that they consider the name inappropriate... What would the Angle Street route provide in terms of relief to traffic on Neilson? <i>Confirmed that it would improve northbound traffic movement on Neilson / Church Street</i> What are the business impacts of 'Miami Parade' – <i>At the moment the design is looking to promote the Angle Street intersection / movement at Neilson Street. (over the Neilson / Church Street). Noel confirmed the road would need to be widened and would likely impact on these businesses. There is a small local access road (Miami Parade). Disruption to businesses and some business land take.</i> Recognise this option does improve flows north, but they see the benefits to business as limited. Some works already proposed in this area, including business access. Noted that Iwi were not opposed to it as it was cleaning up this area. Would have an impact to the amenity of the cycleway in this area – although the road is further in-land

Manu Whenua Hui #4 Minute

[REDACTED]	Do these options provide for on-site stormwater and low impact stormwater design? <i>Confirmed that the new roads have stormwater treatment to appropriate standard. The road widening options would not have sufficient room for swale treatment, but where there is new road. Did confirm that treatment options might need to consider the amount of reclamation.</i>
Option D	
[REDACTED]	<p>What is under the Onehunga Port – <i>reclaimed and piled structure. Confirmed there might be opportunity to use some of the land needed on the Port site.</i></p> <p>Is this coastline or existing reclamation? <i>Confirmed that there could be sections that are existing shoreline, but there is a lot of fill. See attached (Attachment A) that show aerial photo record of coastline in 1940 (added post meeting). These indicate that whole coastline in this section has been impacted by earlier road development.</i></p> <p>Will the option impact on the basalt of the maunga? <i>No, the options will not cut through the basalt</i></p> <p>Unacceptable to reclaim original coastline – Ngāti Tamaoho</p>
	Is there opportunity to underground the Transpower Tower? <i>Noted that there are no plans to do this</i>
Option F	
	<p>Note the reclamation at the location of the maunga (noted above)</p> <p>The reclamation is not for the sake of the road – rather an engineered provision to address the environmental issues in this part of the environment. On this basis (ONLY) consider it a better option than an alignment running inland.</p>
	<p><i>It was confirmed that the foreshore option could be constructed without achieving these environmental 'benefits' and therefore need to be clear that the opportunity of this option needs to be realised for this option. The opportunity is the benefits for the whole of the harbour.</i></p> <p>Assume (<i>correctly</i>) that there would be foreshore walkway and some access provision, but not further reclamation for recreation purpose – the amount of reclamation has to be minimised.</p>
	<i>To get the road along the foreshore we need some reclamation and potentially around at Onehunga... therefore should be opportunities to relocate scout hall etc.</i>
	How much tighter is the bend compared to other roads?
	Confirmed approach – the detail needs to look at opportunities to avoid any reclamation that impacts on any section of 'natural coastline' in this area – given that the extent of coastal edge modification is substantial.
Option E	
	<p>How long is bridge at Rail – <i>confirmed about 1km, substantial.</i></p> <p>Is there connection north? – <i>provided by existing Great South Road to Sylvia Park Road</i></p>

Manu Whenua Hui #4 Minute

Introduction to option promoted by Community [REDACTED]	
	<i>Introduced the connection at Manukau Harbour crossing (ramp as new bridge structure and ramp over bridge?) Confirmed significant structure likely to be required for Manukau Bridge connection (e.g. new structure as bridge).</i>
Other Questions	
	Opportunities to improve Church Street – <i>confirmed these would be looked at further in future, once preferred option identified... these would be in response to 'any other transport problems' in the East-West Programme area that require response (e.g. possibility of PT development along corridor or other improvement)</i>
Summary Comments	
[REDACTED] - Ngāti Maru	– not opposed to Options E or F, but on the pre-requisite to improve water quality. Noted that this should be a factor for Ann's Creek as well.
[REDACTED] - Te Rūnanga o Ngāti Whātua	Needs to be some clarity on what this project is being done for – road, freight, rail or water... and what is the future of the Port of Onehunga. He is starting from the future of a cleaner Manukau – the improvement is for the water and the harbour. Surely a priority issue is for the improved ecosystem of the Manukau Harbour.
[REDACTED] Ngāti Whātua o Orakei	Supportive of the reclamation on basis of improvement – Supportive of option F connecting back to Syliva Park.
[REDACTED] Te Akitai Waiohua	Supportive of the reclamation on basis of improvement
[REDACTED] Pukaki Māori Marae	Supportive of opportunity to clean up harbour and strengthen the improvement / protection of the Harbour.
[REDACTED], Ngāti Tamaoho	See comments above in notes.
[REDACTED] - Ngāi Tai ki Tāmaki	Consistent with the other iwi groups.
	<p>Feasibility for East Tamaki Connection</p> <p>Who is supporting this connection? <i>East Tamaki and Onehunga Business Associations</i></p> <p>Mana whenua are provided with economic projections from Auckland Council. The connection from south to east is quite important, but the decision needs to be made on basis of longer term solutions. What are the growth needs in the longer term (not the current or 2014 need)? Important that the need for the connection is clear on the problems that need to be addressed. Key issues are ability for goods and services to come into and out of the area, but does not need a 'quick fix' solution.</p> <p>[REDACTED] - Noted that the incremental impacts of these projects on our coastal environment is of concern.</p> <p>[REDACTED] noted that more is needed on the traffic outcomes of other projects to confirm the need for it. Does it create the benefits that are warranted for the problem.</p> <p>[REDACTED] would like to see the causeway at Pahurehure Inlet bridged in the place of the East Tamaki option.</p>

Multi-Criteria Assessment: The Criteria

[REDACTED]	There needs to be a recognition of wider landscape significance assessment – both for the scale of features and for the cultural landscapes. Te Ranga Design Manual from Auckland Council and his awareness.
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Manu Whenua Hui #4 Minute

[REDACTED]	<p>Have we used IBD process. Should look to reverse the order of the Key Result Areas – recognise the importance of all criteria.</p>
	<p>Was safety a consideration and how has this been considered. <i>Scott considered that the options have been developed to achieve acceptable safety outcomes and therefore not considered an area to differentiate the options.</i></p>
[REDACTED]	<p>Opportunities for design elements and contribution – celebrating the form of Auckland. – Not an option differentiation matter but relevant to all options. Cultural Context. Importance of opportunity to see Mana Whenua identity in places.</p>
[REDACTED]	<p>Performance Against Objectives Are we concerned about differences between 'enduring' and 'resilient'. Enduring means 'duration' of benefits. Concern to the problem – is enough consideration being given to the importance of this area for the industrial belt? How are competing values balanced? Cycle should be treated separately from conflict on vehicle flows. The importance of the assessment criteria reflecting the scale of problems that are being addressed.</p>
[REDACTED]	<p>Urban Design and Townscape Recognition of cultural landscapes</p>
[REDACTED]	<p>Affordability What funding options might be available to provide options?</p>
	<p>Cultural Opportunity for art and design to be included in the assessment – layer for cultural assessment</p>
Cultural Heritage	<p>Important to meet Viv Rickard How will the cultural heritage assessment be completed? Recognise the importance of cultural heritage being recognised as an item alongside but discrete from cultural values and customary rights Should be an opportunity for CIA for the preferred option being??? Potential to have an attendee from the group at the MCA workshop on 4 Nov – to advise the project team</p>
[REDACTED]	<p>How does this process relate to the Better Business Case process? <i>The relationship can be demonstrated – to be provided with Minutes.</i> Making the draft reports that inform the MCA are included. The cultural activity of the Manukau Harbour and the passageways this area represents. It is an area of economic foundation. The infrastructure has become run-down. This project is an opportunity for this situation to be improved.</p>

[REDACTED]

Manu Whenua Hui #4 Minute
ATTACHMENT A

DRAFT for Review

Council 1940 aerial:



Manu Whenua Hui #4 Minute
Current Coastal Edge (Council Aerial)

DRAFT for Review



Scott Wickman

From: [REDACTED]@ngatiwhatua.iwi.nz>
Sent: Saturday, 1 November 2014 8:42 a.m.
To: Scott Wickman
Subject: RE: East West Connections - MCA workshop

Importance: High

Tēnā ano koe e Scott – thanks for your email. I, on behalf of Te Rūnanga o Ngāti Whātua wish to register our interests with this proposal with an intention to attend this workshop. Look forward to receiving details of the actual venue. [REDACTED]

From: Scott Wickman [<mailto:Scott.Wickman@nzta.govt.nz>]
Sent: Friday, 31 October 2014 2:39 p.m.

[REDACTED]

Cc: 'Saby Virdi (AT)'; 'Eynon Delamere'; Amelia Linzey (Beca); Amos Kamo; 'Tipa Compain (AT)'; Emma Monk
Subject: East West Connections - MCA workshop

Kia ora koutou,

Further to discussion at the hui last week, and as captured in the meeting minutes (circulated by Amelia earlier this week), I just wanted to follow up with you with our offer to allow mana whenua attendance at the upcoming MCA workshop. The MCA workshop is the next step in moving towards identification of the preferred option to proceed. Your attendance will need to be restricted to no more than two individuals from the mana whenua group as we need to keep this to a manageable group size. We are comfortable with this being more than a strictly observation role, but if the individual(s) is/are going to actively participate, we need to be clear whether this is in the capacity as representative of mana whenua, or simply the relevant individual(s) iwi.

The workshop is scheduled to be held this **Tuesday, 04 November** from **9am to 12pm** in the city centre. Can you please have a think about whether this is something you'd like to partake in and respond back to me by end of day Monday with confirmation of who, if anyone, will attend? As always, please don't hesitate to contact me with any questions.

Nga mihi

Scott Wickman / Senior Transport Planner
Highways & Network Operations

DDI 64 9 928 8797 / M 64 21 245 8041

E scott.wickman@nzta.govt.nz / w nzta.govt.nz

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www.nzta.govt.nz

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Subject: Iwi Integration Group
Date : 9.30am -4pm, Friday 28 November 2014
Venue: Nathan Homestead, 70 Hill Road, Manurewa

Attendees:



Ngati Whatua O Orakei
 Ngai Tai Ki Tamaki
 Te Akitai Waiohua
 Ngati Te Ata
 Ngati Tamaoho
 Ngati Tamaoho
 Ngati Maru
 Pou Arahi - NZ Transport Agency
 Transport Planning Manager - NZ Transport Agency
 Principal Transport Planner - NZ Transport Agency
 Principal Project Manager - NZ Transport Agency
 Iwi Liaison on behalf of NZ Transport Agency
 Senior Planning Advisor - NZ Transport Agency

Amos Kamo (AK)
 Mieszko Iwaskow (MI)
 Jim Sephton (JS)
 Mark Johnston (MJ)
 Eynon Delamere (ED)
 Sarah Ho (SH)

East West Connections

Scott Wickman (SW)
 Amelia Linzey (AL)
 Emma Monk (EM)

Senior Transport Planner - NZ Transport Agency
 Planning Consultant on behalf of the NZ Transport Agency
 Stakeholder Engagement Liaison - NZ Transport Agency



Apologies:




Te Ahi Waru
 Ngati Paoa
 Te Kawerau a Maki
 Te Runanga o Ngati Whatua
 Regional Director Auckland Northland - NZ Transport Agency
 Highway Manager Auckland Northland - NZ Transport Agency
 Project Director - Auckland Motorway Alliance (AMA)
 AMA

Ernst Zollner
 Brett Gliddon
 Steve Mutton
 Karl Burt

Facilitator: Jim Sephton

Minute Taker: Sarah Ho

Welcome, Introductions & Project Discussion

1.0	Hui opened with a karakia & introduction from NZ Transport Agency	Action
1.1	Agreement for Agenda for the day - Introduction 	

- East West Corridor
- Lunch 12pm

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6.0	East West Connection	SW
6.1	<p>Brief update and overview: SW/AL</p> <ul style="list-style-type: none">- Improve access into and out of Onehunga–Penrose area and public transport connections from Mangere Town Centre, Otahuhu and Sylvia Park.- Last month we shortlisted 6 options which were consulted with landowners and public, ranging from optimising the existing network to new.- Since then a multi-criteria workshop was held, which included consideration of social/cultural aspects of the shortlisted options. [REDACTED] attended on behalf of iwi.- A recommended approach will be discussed with the NZTA Board on 12 December 2014 and the AT Board on 16 December 2014. Note that Geoff Dangerfield (CE for NZTA) sits on the AT Board as a non-voting member.- There is the opportunity for this to be more than just a typical roading project. Reclamation options provide an opportunity for positive environmental outcomes to be achieved through contamination containment.- Any option that includes reclamation in the CMA will have to navigate a very high consenting policy hurdle - Department of Conservation, Manawhenua, will need to support this approach.- In order to achieve the above, the project team will need a fresh and innovative approach in terms of what this project could deliver in terms of environmental, social, cultural benefits to the area, including the Manukau Harbour.- Recommended approach to be considered by the Boards is environmentally and culturally driven, not just economic. It does however have long term benefits from a transport perspective.- Decision will be referred on to Minister. Funding is unclear, Minister and Treasurer will need to make the decision.- There are more than just financial benefits, however the project team will require a willingness for Iwi to actively stand behind and support the recommended approach.	
6.2	<ul style="list-style-type: none">- Is there an option for SW to show the paper to the NZTA Board and follow up? Iwi are interested in how NZTA have interpreted the preferred option - whether we have listened to Manawhenua.- SW can email and come back to iwi. It will just be the key points	SW

	<p>and interpretation – not the paper itself which is confidential. and follow up? Iwi are interested in how NZTA have interpreted the preferred option – whether we have listened to Manawhenua.</p> <ul style="list-style-type: none"> - SW can email and come back to iwi. It will just be the key points and interpretation – not the paper itself which is confidential. 	
6.3	<ul style="list-style-type: none"> - Unified view – need to bring other parties, such as Auckland Council, Department of Conservation, MfE and potentially others to the table to try and get broad agreement on environmental outcomes that can realistically be achieved. 	
6.4	<p>Iwi interested in identifying how they can assist in the decision-making process to demonstrate iwi support for reclamation / contamination containment on the proviso environmental outcomes can be achieved.</p>	

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78.6 Temporary stormwater - what are the details of this? ER



9.3	Close 4pm	
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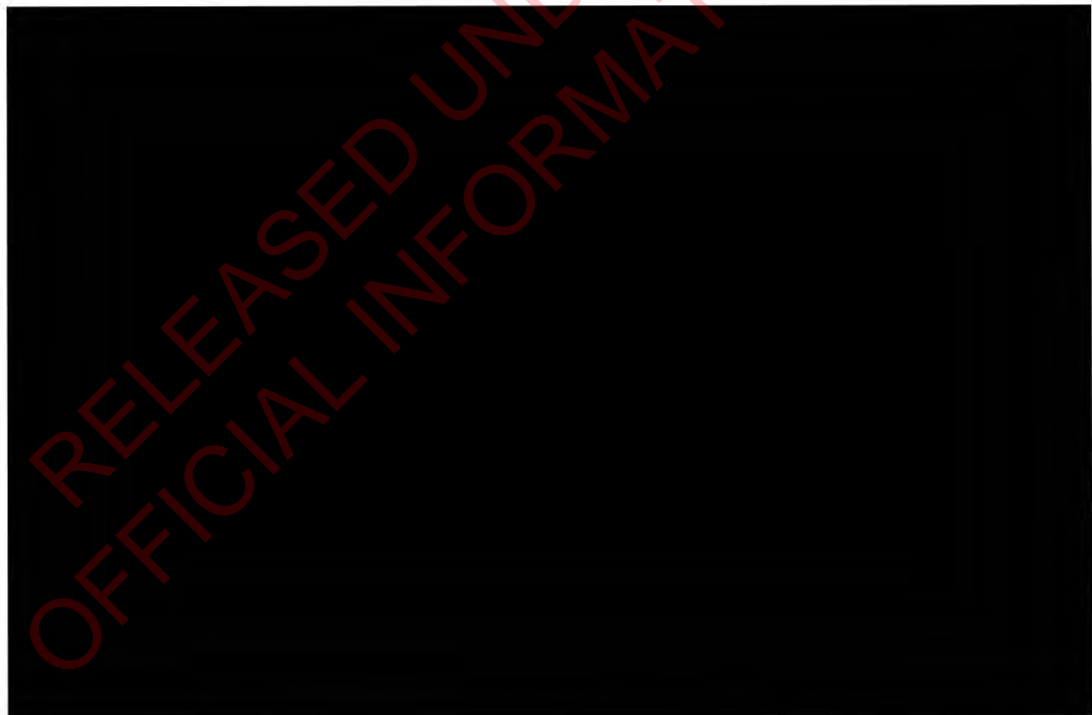
Subject: Iwi Integration Group - hui notes

Date : 9.30am -5pm, Friday 27 February 2015

Venue: BNZ Partners Business Centre, Level 1, 86 Highbrook Dr, East Tamaki

Attendees:

[REDACTED]	Ngati Whatua O Orakei
[REDACTED]	Ngai Tai Ki Tamaki
[REDACTED]	Te Akitai Waiohua
[REDACTED]	Ngati Tamaoho
[REDACTED]	Ngati Maru
[REDACTED]	Ngati Paoa
[REDACTED]	Te Ahi Waru
Amos Kamo (AK)	Pou Arahi - NZ Transport Agency
Jim Sephton (JS)	Principal Transport Planner - NZ Transport Agency
Brett Gliddon (BG) (in part)	State Highways Manager - NZ Transport Agency
Ernst Zollner (EZ) (in part)	Regional Director - NZ Transport Agency
East West Connections	
Scott Wickman (SW)	Senior Transport Planner - NZ Transport Agency
Sarah MacCormick (SM)	Planning Consultant on behalf of the NZ Transport Agency
James Corbett (JC)	Auckland Council - Closed Landfill
Dave Allen (DA)	Auckland Council - Sustainable Catchments
Nadia Nitsche (NN)	Auckland Council - Stormwater



Apologies:

[REDACTED]	Ngati Te Ata
[REDACTED]	Te Kawerau a Maki
[REDACTED]	Te Runanga o Ngati Whatua
Eynon Delamere	Iwi Liaison on behalf of NZ Transport Agency

Facilitator: Jim Sephton

Minute Taker: Various (SM for agenda items 1 and 2; ___ for agenda items)

Welcome, Introductions & Project Discussion

Item	Discussion	Action
1.0	Karakia & Introductions	



2.0	East West Connections (SW)	
2.1	<p>General update:</p> <ul style="list-style-type: none"> JL confirmed Ngai Tai ki Tamaki support for contamination containment bund EWC team have formed working group with Auckland Council to progress discussions on various items/opportunities, including stormwater and contamination containment 	
2.2	<p>Closed Landfills – presentation from James Corbett</p> <ul style="list-style-type: none"> JC provided a presentation on closed landfills managed by AC, with focus on landfills in EWC area Iwi interested in overall management of closed landfills across region and how AC are engaging with iwi on these issues – ‘what kind of relationship does the closed landfill team want to have with mana whenua?’ Managing expectations is critical – EWC team should be aware that most of the landfills in the study area are over 20 years old and the breakdown process will have been largely completed JC working with EWC team to identify known issues and gaps where more information is required in order to more clearly establish current environmental problems faced in the Mangere Inlet area as a result of historic landfilling 	JC to provide copy of the presentation to the group
2.3	<p>Stormwater</p> <ul style="list-style-type: none"> NN provided brief overview of work currently being undertaken at AC and advised of interest from Council team 	

	<p>to work with EWC to progress improvements to how stormwater is detained and treated in study area</p> <ul style="list-style-type: none">• NN advised several(?) discharge consents currently being renewed by Council with mana whenua involvement	
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East West Connections Agenda

Hui

To be held Monday 4th May 2015, 10am-4pm, upstairs at The Landing Restaurant & Bar, 2 Onehunga Harbour Road, Onehunga (parking available onsite).

Invitees: Amelia Linzey Andrea Rickard Murray Wallis Scott Wickman Joe Schady Emma Monk Sarah MacCormick Noel Nancekivell Eynon Delamare Stephanie Spedding	Representatives from: Te Rūnanga o Ngāti Whātua Ngāti Whātua o Kaipara Ngāti Whātua o Ōrākei Te Kawerau a Maki Ngāi Tai ki Tāmaki Ngāti Tamaoho Ngāti Te Ata Te Akitai Waiohua Te Ahiwaru Ngāti Paoa	Ngāti Whanaunga Ngāti Maru Ngāti Tamaterā Patukirikiri Waikato-Tainui
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	Who	Time
1 Mihi	Eynon Delamare	10.00-10.30
2 Welcome & Introduction	Scott Wickman	10.30-10.40
3 Overview of Option <ul style="list-style-type: none"> ■ Review of plans and discussion section by section: <ul style="list-style-type: none"> - Onehunga Lagoon / Orpheus Drive - Gloucester Park and Neilson Street Interchange - Foreshore options - Anns Creek / Great South Road - SH1 ramps at Mt Wellington - Otahuhu Creek Crossing (SH1 widening) 	Noel Nancekivell/ Andrea Rickard	10.40 – 10.50
4 Introduction of the Route <ul style="list-style-type: none"> ■ Site visit by coach to Anns Creek 	All	10.50-12.50
Lunch (in restaurant)		12.50-1.30
5 Focus on Specific Areas (15mins each) 1. Otahuhu Portage 2. Mutukaroa 3. Anns Creek 4. Mangere Inlet Foreshore 5. Hopua 6. Onehunga Foreshore Objectives: <ul style="list-style-type: none"> ■ Principles or outcomes from mana whenua ■ What information is needed ■ Actions/dates 	Mana Whenua (Amelia Linzey to facilitate)	1.30-3.00
Break		3.00-3.15
6 Programme / Next Steps <ul style="list-style-type: none"> ■ Actions needed to confirm CIA and collaborative design responses to areas of interest 	All (Amelia Linzey to facilitate)	3.15-3.45
7 Close	Eynon Delamare	3.45 - 4.00



Meeting Notes

By: Sarah MacCormick / Amelia Linzey / Andrea Rickard
Date: 4th May 2015
Subject: East West Connections Hui – 4th May
Our Ref: 3818683

These notes were prepared in a discussion focussing on specific areas along the route, and after a partial site visit along the route. It was noted that an additional site visit would be needed at a later date to those parts of the route that were not visited.

1 Ann's Creek

- Strong interest in contaminant sources to Māngere inlet and how best managed. For example, leachate material from filling near Ann's Creek and on land at Hugo Johnston Drive
- Key outcome = to manage leachate in that part of the Harbour and to lift the mauri of the Manukau as a whole.
- Idea of extending bund across Port and to Ann's Creek. However, preference is to avoid reclamation of the natural coastline.
- Stormwater management opportunities noted
- Ecological values at lava flows – these are shown on planning documents
- Concerns:
 - water courses in area
 - culverting
 - use of reserve areas
 - state of Creek area
- Southdown reserve
 - Remediation of this area important. How will mauri of area be improved if the reserve area is handed over to NZTA – open space, values of the environment
 - Creek in Southdown reserve – has value
 - Extent of asbestos in reserve area – opportunity
- General discussion about different leachate properties and stormwater – this area is more likely to be general fill than municipal waste.
- Concern about the aesthetics and current state of Anns Creek area → opportunity to address.

2 Ōtāhuhu Portage

- Information required to assist understanding
 - Currently a culvert (under SH1) – how is this performing/working
 - Increased impervious surface areas for whole route – knowledge of extra area and treatment.
 - Site visit would assist understanding – stormwater, ecological values, area of road draining to the area
- Finding cultural remains is possible during construction – noted
- Issue
 - site of significance and cultural disconnection → opportunity to address this.

File Note

- Looking for outcome of enhancing the portage function – replace culvert with bridge, potential for waka passage.
- Concerns
 - siltation, restrictions on flow through Creek
 - Would opening of culvert result in short-term impacts (likely) but long term benefits
- Clearance at bridge – ‘waka clearance’ → opportunity improve ‘uniqueness’ of Auckland
 - 2.5-3.0m clearance required at high tide
 - Bridging will allow reconnection to the area

3 Mutukaroa / Sylvia Park Road

- Access and connectivity to maunga – enhancing this is supported
- More detail of works at Great South Road would assist understanding
- Importance of:
 - Rectifying the culvert at Great South Road noted
 - Beautification programme for the Maunga
 - Interest in walking and cycling extended across to link to Maunga.
- Retention of ownership of any remaining strips of land
- Request that no more land to be taken up towards Mutukaroa

4 Great South Road

- Culvert is of interest. Widening would be seen as part of Mutukaroa and the waka portage
- General interest in the TR Trucking application for land-filling (earthworks):
 - Mana whenua submitted and did not support this application. Concerns were largely not heard, noted that times have changed since then. Issues: Planting requirements, ‘black’ stormwater system
 - Question about whether the Agency and TR Trucking could work together? Potential to stop culverting occurring? Noted that they have a consent so can implement it. Agency can talk to them, but can’t do anything before getting Board sign off and the ability to acquire land.
 - Potential to remove or rectify culverts and other damaged areas.

5 General – alignment wide

- Riparian planting enhancement
- Eco sourcing for biodiversity
 - Mana Whenua want input to biodiversity especially plant choice.
- Mana Whenua involved in stormwater and expectation of stormwater treatment along whole route.
- Potential for cultural remains at cultural sites – whole route.

6 Neilson Street / Captain Springs

- Site visit yet to be undertaken – including at Pikes Point and “Green Stream”
 - Noted interest in heritage at Waikaraka (walls and cottage) – all “heritage” is still of interest to mana whenua

File Note

- Stormwater outlets along foreshore
- Coastal processes report requested
- Comments on “Green Stream”
 - copper legacy plume of ground water. What happens to clean this area up as part of the project?
 - Stormwater and Greenstream flows
 - Tidal control or not – would this work?
 - Stormwater treatment/ filtration
 - Wetland management.
 - Stream flow monitoring – sources, contaminants – keen to understand where contaminants are coming from.

7 Hopua tuff ring

- Site visit yet to be undertaken.
- Questions raised:
 - Future rail provision?
 - Access to the new foreshore development?
- Comments:
 - Structure is preferred to reclamation
 - Building over is preferred to cutting into (the remnant volcanic cone)

8 Other / General

- At Panama Road
 - Upgrade stormwater treatment
 - Recognition of cultural sites at Panama Bridge and opportunity to address this
 - Potential for cultural remains at this area
 - Basalt lava flow in the area too and groundwater (spring park and water) – Geotechnical issues.
- At Tip Top corner (and surrounds)
 - High potential for cultural remains in the area (noted historic finds)
 - Impact on stream through Sylvia Park area (concreted watercourse already) – includes Clemow Drive, channel at Bowden Road, and railway.
 - Information requested:
 - Historical site (Koiwi) reports
 - Stream impacts – watercourses at Sylvia Park and Southdown

9 Next steps

- NZ Transport Agency board meeting, AT board meeting follows
- Landowners – who are directly affected will be given information first.
- General public will follow with open days etc.
- Points to note for future hui:
 - Noted preference that the route be divided into sections – useful way to discuss issues.

File Note

- Reasonable level of comfort with letter to the Board
- Request for a consultant to be engaged to assist mana whenua to prepare / populate documents and collect and collate general feedback going forward.
- Lock in timing (early) for continued engagement and regular meetings.

Notes prepared by: Sarah MacCormick

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Puketapapa

MAKAURAU MARAE MAORI TRUST

PO Box 53100
Auckland Airport 2150

[REDACTED]

Thursday 7th May 2015

Board Representatives
Auckland Transport
Private Bag 92250
Auckland 1142
New Zealand

Tena Koutou

Re: East/West Connections – Support for Contamination Containment Bund Option

We, agree with the proposed remedial work, the “Contamination Containment Bund” option as outlined in the support letter by Mana Whenua of the Iwi Integration Group.

Further to this, it is important that we on behalf of our people, state that we have unsettled claims with crown to the Manukau Harbour, including surrounding lands.

We acknowledge and appreciate the ongoing discussions and engagement with the New Zealand Transport agency.

Please contact our representative [REDACTED] via email
[REDACTED] should you have any further queries.

Noho ora mai

[REDACTED]
[REDACTED]
Chairperson
Makaurau Marae Maori Trust on behalf of Te Waiohua -Te Ahiwaru

cc. New Zealand Transport Agency

Scott Wickman

From: [REDACTED]@ngaitai-ki-tamaki.co.nz>
Sent: Thursday, 7 May 2015 1:09 p.m.
To: Scott Wickman
Cc: James Brown; Eynon Delamere; Amos Kamo; Emma Monk
Subject: RE: East West.
Attachments: Ngai Tai letter for the East West Connection ..pdf

Importance: High

Kia ora Scott,

In good faith, please find attached our formal letter for the East West Connection project .

Nga Mihi Nui

[REDACTED]
(Kaitiaki - RMA Officer)

NGAI TAI KI TAMAKI
TRIBAL TRUST

Physical Address: 102 Maraetai Drive, Maraetai

Postal: P.O Box 59, Beachlands , AUCKLAND - 2147

Office: (09) 537-9485

Mobile: 027 653 3010

[REDACTED]
Website: www.ngaitai-ki-tamaki.co.nz

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Date: 7th May 2015

To: NZ Transport Agency and Auckland Transport Boards

Dear Board Representatives,

Based on information supplied to us to-date this letter confirms high level conditional support from Ngai Tai Ki Tamaki for the proposed “full link” option connecting Onehunga (SH20) through to Penrose (SH1) along the northern edge of the Māngere Inlet.

This letter is to provide the NZ Transport Agency and Auckland Transport Boards with initial clarification as to those conditions upon which Ngai Tai Ki Tamaki support is contingent. This letter does not, in anyway, remove the ability or right for Ngai Tai Ki Tamaki to participate in future statutory processes under the relevant legislation nor does it preclude the right for Ngai Tai Ki Tamaki to withdraw their high level conditional support when relevant information comes to light.

The Manukau, Waitemata Harbours and Upper Tamaki River catchment (including the Māngere Inlet and Otahuhu Creek) are significant taonga to Mana Whenua that hold immense collective spiritual, ancestral, cultural, customary and historical interests in this area spanning centuries.

The Māngere Inlet area currently under consideration as part of the East West Connections project has historically been subject to industrial land uses, including extensive uncontrolled and controlled reclamation by way of land filling. Historically this area has been subject to high levels of contamination, with pollutants being discharged to both land and water. This has resulted in the Māngere Inlet becoming a highly degraded environment (e.g. poor water quality, pollution and low natural character and amenity). We agree that the Inlet and Harbour are in very poor physical state and this is adversely impacting on the mauri of this Taonga and on Ngai Tai Ki Tamaki Iwi.

As a general rule, Ngai Tai are strongly opposed to any reclamation of the coastal environment. However, in this case, we provide high level conditional support for a new arterial road along the northern foreshore of the Māngere Inlet if it can be designed as a contamination containment bund so that the impact of the works are offset by the benefits gained through the long-term reduction of contaminants being released into the Māngere Inlet and Manukau Harbour. Reducing contaminants in this area will contribute to our long term goal of restoring the mauri of the Manukau Harbour.

Some opportunities we see as critically important to the success of this new arterial road include but are not limited to:

- Installing a contamination containment bund between the existing established industrial land area and the Māngere Inlet. The bund would provide a physical barrier between areas

releasing contaminants (such as asbestos and leachate) into the Inlet and the coastal environment. The bund should be designed to maintain physical separation of these areas taking into account the impacts of climate change on sea level and storm surge events;

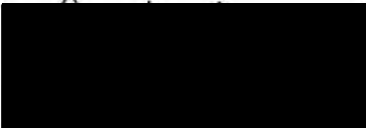
- Creation of a contamination containment bund to provide an area for the collection and most appropriate (given current technology) treatment of stormwater and contaminants (both from the existing land uses and also from the new arterial road);
- The use of low impact design solutions and integration of these solutions with ecological planting, the establishment of biodiversity corridors along the edge of the coastal environment;
- Design of the contamination containment bund to improve transport links and potentially access to the Māngere Inlet for pedestrians, cyclists, vehicles;
- Urban design and appropriate Iwi –led design of the connection, interpreting and demonstrating the importance of the traditional portage connections of the Manukau Harbour to the north and south (e.g. to the Waitemata, Panmure Basin, Tamaki River and Otahuhu creek), reflecting the cultural significance of both the Harbour and wider area to Mana Whenua; and
- Integrating planning for the above, demonstrating the role of government and Mana Whenua in improved kaitiaki and stewardship of the Manukau Harbour. In our view, this will be an important step in facilitating wider improved environmental outcomes for the whole Manukau Harbour and respecting Mana Whenua interests in the Harbour.

Whilst this letter primarily focuses on the Māngere Inlet section, Ngai Tai Ki Tamaki wishes to advise that we do have legitimate concerns pertaining to areas outside of the Māngere Inlet sections as well. Ngai Tai and other iwi have indicated this at the last hui that we attended.

Ngai Tai Ki Tamaki welcome the collaborative engagement of both the NZ Transport Agency and Auckland Transport to date on this project.

We do consider this engagement has been instrumental to the high level conditional support we now express for the East West Connections project and the identification of some of the opportunities set out above. We look forward to a continued strong and meaningful working relationship with both agencies as the project progresses.

Naaku noa, naa


Ngai Tai Ki Tamaki Kaitiaki

Scott Wickman

From: [REDACTED]@tamaoho.maori.nz>
Sent: Thursday, 7 May 2015 7:17 a.m.
To: Scott Wickman
Cc: Eynon.Delamere@boffamiskell.co.nz; Hero
Subject: Letter of support
Attachments: Ngati Tamaoho letter of support.docx

Tena koe Scott

Please find attached letter of support for NZTA board meeting

Naku noa na
[REDACTED]

--



NGĀTI TAMAOHO TRUST

[REDACTED]
[REDACTED]
Mobile: 0211708543

Email: [REDACTED]

P.O Box 97294

Manukau, Auckland 2241

3/11 Freeman Way, Manukau

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5/7/2015

• • •

Mana Whenua EWC Kaitiaki Group Scott.Wickman@nzta.govt.nz

NZ Transport Agency and Auckland Transport Boards

Dear Board Representatives

Based on information supplied to us to-date this letter confirms conditional support from Ngati Tamaoho for the proposed "full link" option connecting Onehunga (SH20) through to Penrose (SH1) along the northern edge of the Māngere Inlet.

This letter is to provide the NZ Transport Agency and Auckland Transport Boards with clarification as to those conditions upon which Mana Whenua support is contingent. This letter does not, in anyway, remove the ability or right for Mana Whenua to participate in future statutory processes under the relevant legislation nor does it preclude the right for Mana Whenua to withdraw their support when relevant information comes to light.

The Manukau Harbour (including the Māngere Inlet) is a significant taonga to Mana Whenua and we have collectively identified spiritual, ancestral, cultural, customary and historical guardianship interests in this area.

The area currently under consideration as part of the East West Connections project has historically been subject to industrial land uses, including extensive uncontrolled and controlled reclamation by way of land filling. Historically this area has been subject to high levels of contamination, with pollutants being discharged to both land and water. This has resulted in the Māngere Inlet becoming a highly degraded environment (e.g. poor water quality, pollution and low natural character and amenity). We agree that the Inlet and Harbour are in poor physical state and this is adversely impacting on the mauri of this Taonga, which in turn effects our [Mana Whenua] spiritual and physical health and well being.

As a general rule, Mana Whenua are strongly opposed to reclamation of the coastal environment. However, in this case, we provide conditional support for a new arterial road along the northern foreshore of the Māngere Inlet if it can be designed as a contamination containment bund so that the impact of the works are offset by the benefits gained through the long-term reduction of contaminants being released into the Māngere Inlet and Manukau Harbour. Reducing contaminants in this area will contribute to our long term goal of restoring the mauri of the Manukau Harbour.

Email address for service here...



The opportunities we see as critically important to the success of this new arterial road include:

- Installing a contamination containment bund between the existing established industrial land area and the Māngere Inlet. The bund would provide a physical barrier between areas releasing contaminants (such as asbestos and leachate) into the Inlet and the coastal environment. The bund should be designed to maintain physical separation of these areas taking into account the impacts of climate change on sea level and storm surge events;
- Creation of a contamination containment bund to provide an area for the collection and most appropriate (given current technology) treatment of stormwater and contaminants (both from the existing land uses and also from the new arterial road);
- The use of low impact design solutions and integration of these solutions with ecological planting, the establishment of biodiversity corridors along the edge of the coastal environment;
- Design of the contamination containment bund to improve transport links and potentially access to the Māngere Inlet for pedestrians, cyclists, vehicles;
- Urban design and appropriate Iwi-led design of the connection, interpreting and demonstrating the importance of the traditional portage connections of the Manukau Harbour to the north and south (e.g. to the Waitemata, Panmure Basin and Tamaki River), reflecting the cultural significance of both the Harbour and wider area to Mana Whenua; and
- Integrating planning for the above, demonstrating the role of government and Mana Whenua in improved kaitiaki and stewardship of the Manukau Harbour. In our view, this will be an important step in facilitating wider improved environmental outcomes for the whole Manukau Harbour, propagating Mana Whenua guardianship and respecting Mana Whenua interests in the Harbour.

We welcome the collaborative engagement of both the NZ Transport Agency and Auckland Transport to date on this project. We consider this engagement has been instrumental to the conditional support we now express for the East West Connections project and the identification of the opportunities set out above. We look forward to a continued strong and meaningful working relationship with both agencies as the project progresses.

Mana Whenua EWC Kaitiaki Group

██████████
██████████

Ngati Tamaoho Trust



Subject: Iwi Integration Group - hui notes
Date : 9.30am -5pm, Friday 15 May 2015
Venue: Waipuna conference centre Highbrook
Attendees:

[Redacted]
[Redacted]
Amos Kamo (AK)
[Redacted]
Eynon Delamere

Ngati Paoa
Ngati Tamaoho
Ngati Maru (Till 12pm)
Te Ahi Waru
Pou Arahi - NZ Transport Agency
Te Akitai Waiohua
Ngati Whatua O Orakei
Ngati Te Ata
NZ Transport Agency

East West Connections

Scott Wickman (SW) Senior Transport Planner - NZ Transport Agency



Apologies:

[Redacted]
Jim Sephton

Te Kawerau a Maki
Te Runanga o Ngati Whatu
NZTA

Minute Taker: Eynon Delamere

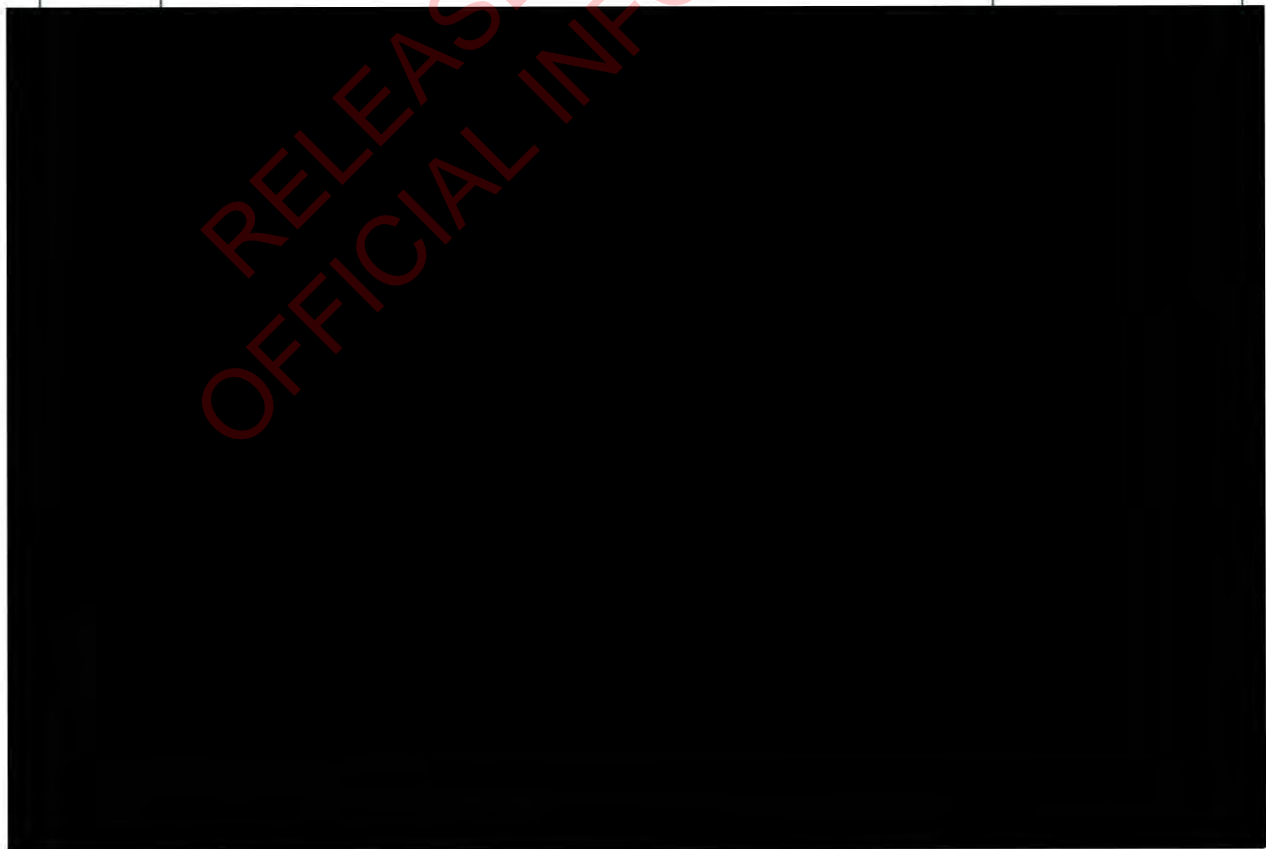
Welcome, Introductions & Project Discussion

Item	Discussion	Action
[Redacted]		

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3.0	East West Connections (SW)	
3.1	<ul style="list-style-type: none"> • SW provided update on project, including Board decision and next steps • Scott thank Iwi that had sent in letters • Scott circulated the draft notes with actions from the previous East West site visit. • The NZTA board had endorsed the option going forward and now this will be presented to the AT board, next we will be notifying land owners of the proposed option. • The next steps in the process are to develop the detail business case. • Someone asked to be sent again the multi assessment criteria • Iwi noted concerns around perceived lack of commitment to more detailed and direct engagement with mana whenua on issues such as improving health of manukau harbour • There was discussion at length around Dr Kepa Morgan's mauri model and how this could be applied to EWC and all NZTA projects. In addition to mauri model, could also consider Cultural Health Index • SW introduced potential for including a Key Result Area in tender documents to drive performance and measure success of future planning and legal advisors in how they engage with mana whenua. 	<p>ACTION: SW to prepare and circulate proposed programme of site visits and huis for 2015</p> <p>AK to speak with Rob Hannaby about arranging to meet with AT and Kepa to discuss potential uses for the mauri model</p> <p>Mana Whenua reps to consider what success would look like at the end of the route protection phase</p>

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-----Original Appointment-----

From: Amelia Linzey

Sent: Monday, 6 July 2015 10:53 a.m.

To: Amelia Linzey; Scott Wickman (scott.wickman@nzta.govt.nz); emma.monk@nzta.govt.nz; Eynon Delamere (Eynon.Delamere@boffamiskell.co.nz); Sarah MacCormick; Noel Nancekivell; Andrea Rickard

Cc: 'Amos Kamo'; [REDACTED]

Subject: hui - Onehunga & Neilson Street

When: Wednesday, 15 July 2015 9:30 a.m.-2:00 p.m. (UTC+12:00) Auckland, Wellington.

Where: The Landing - Onehunga

Purpose: Discussion on the Onehunga Foreshore / Neilson Street Intersection area.

This workshop is a follow up for East West Link. This discussion will focus on the project option between SH20 Queenstown Road and the Onehunga Port / Neilson Street interchange.

I propose to convene at the Landing for mihi, karakia and health & safety briefing. We will then proceed with the site visit (we will have a bus to transport us collectively) and conclude with discussion followed by lunch at the Landing. Aiming for a 1.30pm conclusion, so this has a half hour float in it.

Nga Mihi, Amelia.

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Minutes of Meeting

EWC Hui 15th July

Held 15 July 2015 at 9.30am

at The Landing, Onehunga

Present:	Ben Frost	Beca
	Scott Wickman	NZ Transport Agency
	Noel Nancekivell	Beca
	Amelia Linzey	Beca
	Sarah MacCormick	Beca
	[REDACTED]	Ngati Tamaoho
	[REDACTED]	Ngati Whatua
	[REDACTED]	Te Akitai
	[REDACTED]	Te Ahiwaru
	[REDACTED]	Ngai Tai Ki Tamaki
	[REDACTED]	Ngati Maru
	[REDACTED]	Ngati Paoa
	[REDACTED]	Ngaati Tamaoho

Apologies:

Distribution: As above

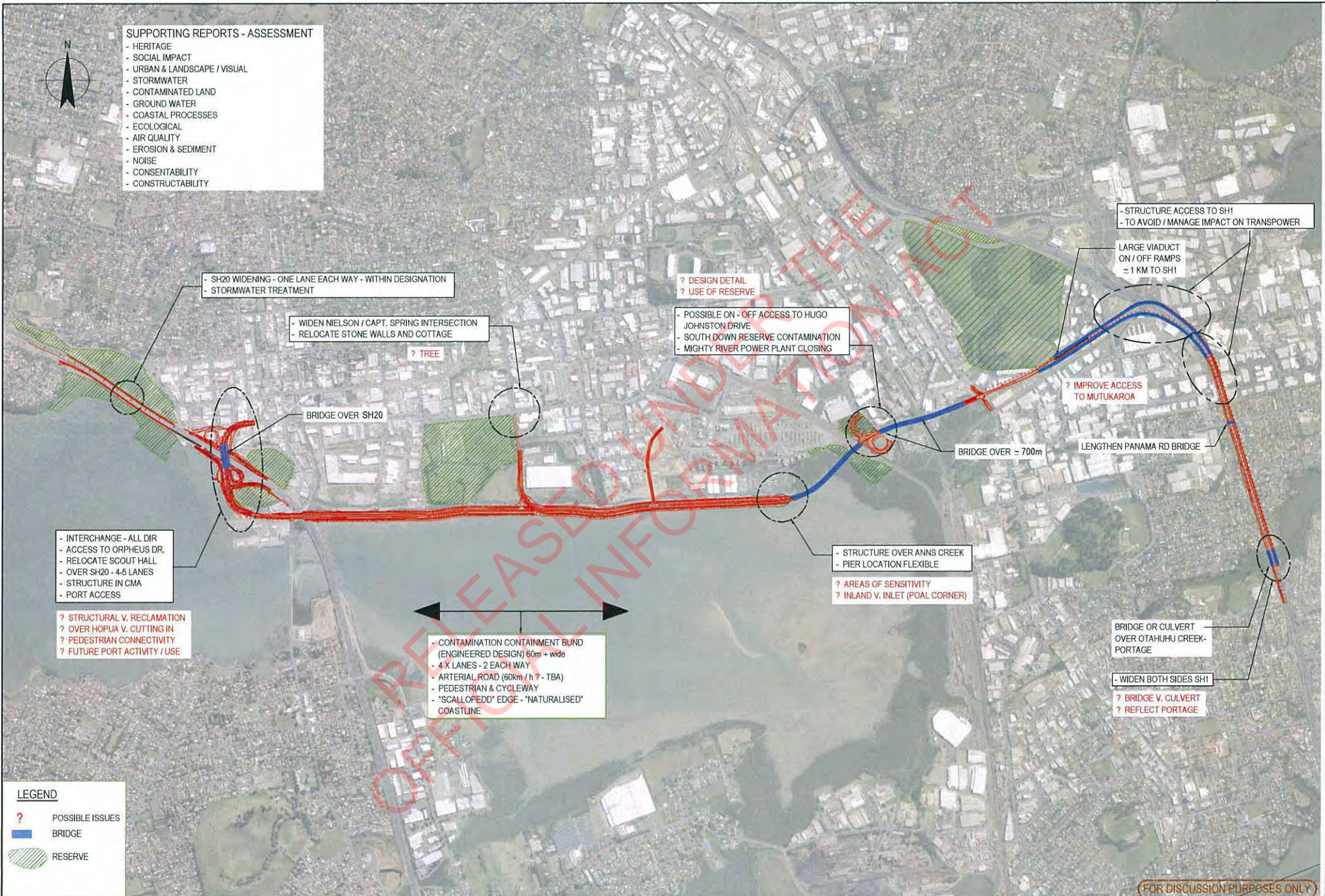
Item	Action
<p>1 Introduction</p> <ul style="list-style-type: none"> ■ General introduction / background ■ Health and Safety briefing ■ Today: focus on Onehunga / Gloucester Park ■ Feedback from community – some groups advocating for another option (the Onehunga enhancement society). ■ GC: Is there a need to do an MCA process on the alternative options now. ■ JL: How do you want us to give our feedback? ■ AL: Go out today and discuss issues and things to consider going forward. ■ AL: Background on feedback so far. Open Days and stakeholder briefings. ■ Information wanted on birds that are roosting in the area and could be potentially impacted on @ Manukau 	<p>Amelia to distribute species list</p>
<p>2 Site visit</p>	
<p>3 General (for whole route)</p> <ul style="list-style-type: none"> ■ Vegetation removal ■ General stormwater upgrades to existing networks along the new route. 	<p>Amelia to get stormwater monitoring</p>

	information
<p>4 Queenstown Road → Gloucester Park</p> <ul style="list-style-type: none"> ■ Pedestrian bridge area looked at ■ Discussion on use of existing cartridges near Queenstown Road. Use of reserve for wetlands/treatment. ■ Bridge along coast to Onehunga harbour road. Concrete piles – structure in the CMA ■ Under structure – being able to soft engineer plant and encourage more wildlife in that area. 	
<p>5 Gloucester Park</p> <ul style="list-style-type: none"> ■ Issues: Damages to the Tuff ring ■ Issues: Reclamation ■ JF: Both structures and reclamation are issues for Mana Whenua. ■ Bridge along Gloucester instead of road cut through there ■ Salt marsh – water in and out of that area – providing for this ■ Visual impacts of structures ■ Change of off-ramp (rather than into the Tuff) ■ Discussion on alternative options being proposed for Gloucester Park. ■ JL: Could you just leave Gloucester park interchange as it is? ■ AL: Need the connections to the new route. Not providing enough capacity for transport to work. ■ LR: What are the cycling opportunities in this area? ■ Likely a connection from Orpheus drive and then onto the new link. 	<p>Ecological monitoring from AMA in relation to salt water marsh</p> <p>Would like summary of what other proposals are (TOES)</p>
<p>6 Connections into Port</p> <ul style="list-style-type: none"> ■ Potential to drop road down closer to the level of the Port to improve access there. 	
<p>7 Next steps</p> <ul style="list-style-type: none"> ■ Next hui proposed – Mt Wellington to SH1, down to Otahuhu portage ■ Importance to get some feedback before the next team comes on board, so that they know the key issues / questions / information needed going forward. ■ Ann's creek – query about engagement with KiwiRail and potential for environmental mitigation there. Importance of the 'bund' going around Ann's creek. ■ SW: We are working with KiwiRail on this. ■ Next hui 12th August – full day site visit plus workshop? 	<p>All questions / issues on a full map for discussion next time</p>

Minuted by: Sarah MacCormick



- SUPPORTING REPORTS - ASSESSMENT**
- HERITAGE
 - SOCIAL IMPACT
 - URBAN & LANDSCAPE / VISUAL
 - STORMWATER
 - CONTAMINATED LAND
 - GROUND WATER
 - COASTAL PROCESSES
 - ECOLOGICAL
 - AIR QUALITY
 - EROSION & SEDIMENT
 - NOISE
 - CONSENTABILITY
 - CONSTRUCTABILITY



- SH20 WIDENING - ONE LANE EACH WAY - WITHIN DESIGNATION
- STORMWATER TREATMENT

- WIDEN NIELSON / CAPT. SPRING INTERSECTION
- RELOCATE STONE WALLS AND COTTAGE

? TREE

BRIDGE OVER SH20

? DESIGN DETAIL
? USE OF RESERVE

- POSSIBLE ON - OFF ACCESS TO HUGO JOHNSTON DRIVE
- SOUTH DOWN RESERVE CONTAMINATION
- MIGHTY RIVER POWER PLANT CLOSING

- STRUCTURE ACCESS TO SH1
- TO AVOID / MANAGE IMPACT ON TRANSPOWER

LARGE VIADUCT ON / OFF RAMPS ≈ 1 KM TO SH1

? IMPROVE ACCESS TO MUTUKAROA

BRIDGE OVER ≈ 700m

LENGTHEN PANAMA RD BRIDGE

- INTERCHANGE - ALL DIR
- ACCESS TO ORPHEUS DR.
- RELOCATE SCOUT HALL
- OVER SH20 - 4-5 LANES
- STRUCTURE IN CMA
- PORT ACCESS

? STRUCTURAL V. RECLAMATION
? OVER HOPUA V. CUTTING IN
? PEDESTRIAN CONNECTIVITY
? FUTURE PORT ACTIVITY / USE

- STRUCTURE OVER ANNS CREEK
- PIER LOCATION FLEXIBLE

? AREAS OF SENSITIVITY
? INLAND V. INLET (POAL CORNER)

← →

- CONTAMINATION CONTAINMENT BUND (ENGINEERED DESIGN) 60m + wide
- 4 X LANES - 2 EACH WAY
- ARTERIAL ROAD (60km / h ? - TBA)
- PEDESTRIAN & CYCLEWAY
- "SCALLOPPED" EDGE - "NATURALISED" COASTLINE

BRIDGE OR CULVERT OVER OTAHUHU CREEK - PORTAGE

- WIDEN BOTH SIDES SH1
? BRIDGE V. CULVERT
? REFLECT PORTAGE

LEGEND

- ? POSSIBLE ISSUES
- BRIDGE
- RESERVE

No.	Revision	By	Chk.	Appd.	Date
*	UNDER REVISION				

Drawing Originator: **Beca**

Original Scale (A1)	Design	Approved For Construction
Revised Scale (A3)	Drawn By	Date
	Checked By	
	Design Check	

* Refer to Revision 1 for Original Signature

DO NOT SCALE

RECOMMENDED OPTION ISSUES PLAN

Discipline: CIVIL

Drawing No: 3818683-SK_OVERALL

FOR DISCUSSION PURPOSES ONLY

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