

**BEFORE A BOARD OF INQUIRY
EAST WEST LINK PROJECT**

UNDER the Resource Management Act 1991 (the RMA)

In the matter of

a Board of Inquiry appointed under s149J of the Resource Management Act 1991 to consider notices of requirement and applications for resource consent made by the New Zealand Transport Agency in relation to the East West Link road proposal in Auckland

**Summary Statement of Evidence of Amanda Leah Kinzett on behalf of
Onehunga Business Association**

Dated: 22 August 2017

INTRODUCTION:

I do have a few changes to my Evidence in Chief (EIC) as noted

1. My full name is Amanda Leah Kinzett.
2. I am the Manager of the Onehunga Business Association Incorporated (**OBA**) and have held this position for the past 12 years. I have advocated, lobbied and been part of the Onehunga community supporting its growth over this time. I am an expert on Onehunga and what makes it tick.
3. The OBA was established 27th May 1937 and has represented its members and community since its inception. The OBA has a membership base of 419 members consisting of retail, service and commercial businesses.

Summary Outline of Evidence:

4. During this process, the Society and its members have become increasingly concerned that the objective of NZTA has been to obtain consent for the EWL and not about achieving the best outcome.

In our EIC we discuss:-

- The Gloucester Park/ Neilson St interchange
- The Wharf connection
- The Galway Link
- The lack of information in the Application
- The Mangere Bridge connections
- The consideration of alternative options
- The Walkway between Manukau Harbour Cruising Club and the Wharf
- The effects of construction on businesses in Onehunga
- The impact on local roads

- The traffic assessment
 - The Economic assessment
 - The outcomes from the EWL
5. The OBA is concerned that the focus for this project around Onehunga is about a degraded area that does not deserve to be treated with respect. That any changes are good changes. This area has been degraded not due to natural causes but due to 100 years of man-made mistreatment.
6. We need to honour our past while moving towards our future and this project needs to support this direction.

I do have some minor changes to my EIC as noted below:-

GLOUCESTER PARK/ NEILSON ST INTERCHANGE

7. Page 11 Paragraph 28.

The Society and its members have been very concerned by the lack of visual or pictorial information (even after multiple requests). Visual representations provided by NZTA of the final design have been ~~one~~ **two** dimensional.

GALWAY LINK

8. Page 13 Paragraph 36

In reading the Primary Evidence of NZTA and the statutory submitters, there are a number of concerns held about the configuration of the Galway St link and the impact on other potential public services (such as the rail link). This raises ~~again~~ **again** our concern that there is no 'master plan' integrating all of these elements of significant infrastructure.

OLD MANGERE BRIDGE

9. Page 15 Paragraph 39.

- a. The old Mangere Bridge (and proposed New Old Mangere Bridge) do not integrate well with the proposed EWL. The existing bridge is dilapidated and needs to be replaced. There are consents in place for a New Old Mangere Bridge. The Society is concerned that ~~despite~~ **despite** these both being NZTA projects, there is little integration between the EWL and the New Old Mangere Bridge (nor any wider planning about the integration of these two structures into Onehunga and the Wharf area in particular).

ALTERNATIVE OPTIONS

10. Page 18 Paragraph 55

- a. The OBA design did not take any additional land and ~~did~~ will not interfere with port business. Nor did it hamper light rail options. The OBA design would have enabled the 8000m² of the port land currently being scheduled to be used by NZTA to be used for economic development.

11. Page 18. Paragraph 55.1

The future (and reasonably foreseeable) value of the Onehunga wharf includes residential development, ongoing use by the fishing industry (~~he~~ **the** fishing industry has a huge stake in the Onehunga Port with Sanfords delivering 50% of it's catch via Onehunga. This opens up opportunities for further development of this industry (e.g. fish markets), night time trade, restaurants, big game fishing tourism and a ferry service around the Manukau Harbour connecting Waiuku, Awhitu, ~~Hui~~ **Huia** to name a few locations.

ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

12. Page 31 Paragraph 100

Traffic and transport - this project has the opportunity to deliver a positive effects on the natural environment for future generations to enjoy the harbour, the local environ and movement around the area but not in its current state.

13. Page 31 Paragraph 101

Potential improvements to traffic movements especially the heavy traffic on a purpose built carriageway. The traffic will be off the local roading network and will allow less rat running and congestion making for a more pleasant and safer environ for residents. ~~There~~ The risk with controlled intersection and the tight camber of the interchange is that trucks will revert to using Neilson St to avoid these barriers. This further negates the any potential economic and traffic gain from the project in its current form.