

**SUMMARY OF EVIDENCE AND SUPPLEMENTARY EVIDENCE  
JIM JACKSON, CHAIR, THE ONEHUNGA ENHANCEMENT SOCIETY INC**

**INTRODUCTION**

1. My full name is James William Jackson, but prefer to be called Jim Jackson.
2. I am chairman of The Onehunga Enhancement Society (**TOES**). I am also chairman of the Manukau Harbour Restoration Society (**MHRS**).
4. I grew up in Seacliffe Rd Onehunga, attending Onehunga High School. As a 12 year old I learnt to sail at the Manukau Yacht and Motorboat Club which today is the Aotea Sea Scouts building. In 2008, I was invited to become a member of the Onehunga High School of Fame, which I accepted.
5. I am also the Managing Director of Jackson Electrical Industries Ltd.

**THE ONEHUNGA ENHANCEMENT SOCIETY INC**

6. TOES was established in 2007 to represent the Onehunga community and ensure transport, utilities and council plans delivered true value to the local community, businesses and residents.
7. Since its formation, TOES has advocated for its community on major issues, such as:
  - Port of Onehunga Re-development;
  - the New Old Mangere Bridge;
  - Onehunga Transformation
  - undergrounding of Transpower Transmission Lines; and most recently
  - the East West Link. (which I first personally became involved with in 2007 when TRANSIT still existed)
9. TOES has championed a number of fantastic outcomes for the community in the Onehunga area. These include playing a leading role in the award winning Onehunga Foreshore –Taumanu Reserve Restoration.

## **THE MANUKAU HARBOUR - A HISTORY OF NEGLECT**

10. A thousand years ago the Manukau harbour was utilised by mana whenua as a great source of food, and the “gateway” by waka to the north via numerous portages and via Waiuku to the Waikato and the south.
11. The arrival of the European settlers heralded an even more intensive use of the harbour.
12. In more modern times, the Manukau Harbour became the rubbish dump and receptacle for effluent from Auckland.
13. We observe sedimentation of streams and bays, declining fish stocks, invasive species (including Pacific oysters and Asian date mussels) and wide spread mangrove colonization as a result of our poor guardianship of the harbour.

## **CHANGE IS BEGINNING**

14. But it’s special natural character and recent events have brought hope for the Manukau Harbour. People’s vision of what the harbour can become has shifted.
15. Now our eyes have been opened, we can see that the coast and foreshore of the harbour, especially in Onehunga, can and must be enhanced for coastal recreation, walking and cycling.
16. Moreover, there are links between the foreshore area and Gloucester Park through the existing roads that should be opened further. The preservation of some of our earliest heritage buildings (such as The Landing and Sea Scouts) is something we value.
17. We are already seeing the transformation of the Onehunga Town centre and surrounds into an important intensified residential area. The people coming to Onehunga want and need coastal recreation and living space.

18. But this all needs vision and leadership - strong leadership - focused on this exciting positive future vision for Onehunga and the Manukau Harbour, not the 'dumping ground' attitudes of the past.

### **EWL PROJECT – ONEHUNGA SECTOR**

19. In the face of these efforts to 'turn around' the abuse and neglect of Onehunga and the Manukau Harbour, community organisations, such as TOES have been dismayed by NZTA's proposal to add insult to injury by proposing that the East West Link rampage through the Onehunga coastal environment.
20. While TOES supports the idea of an East West Link in principle, the original Transit design in 2007 was a connection between Onehunga and Highbrook not Onehunga to Tip Top corner. Connecting the two largest business communities in NZ together with an efficient transport corridor is extremely important to grow NZ.
21. Instead, the EWL, as proposed, will be a highly retrograde step for the regeneration of Onehunga. It will 'put paid' to the efforts underway and the future vision for Onehunga and connection to the wharf and foreshore.
22. The East West Link will physically and psychologically sever the growing residential areas of Onehunga from the coast and the Onehunga wharf.
23. The TOES/OBA Community Plan tried to avoid this (as will be seen in the video).
24. Just because the Onehunga environment and its coast facing the Manukau Harbour has already suffered from our mis-treatment is no reason to cause further degradation.
25. With increasing intensification of our city, coastal environments have become highly prized possessions. Long gone are the days when they were the 'back door'. They are now the 'front lawn'.

**[SHOW VIDEO – SKETCHWORKS TOES ANIMATION]**

26. In my view, the TOES/OBA proposed design provides a more efficient transport connection across the Manukau Harbour. It provides more capacity, a significant reduction in travel time and distances between Penrose, SH20 and Auckland Airport. It also provides resilience through an alternative transport connection across the harbour ensuring people and freight can get to the airport on time when there is an accident along the critical SH20 corridor.
27. The East West Link should be a true multimodal corridor to accommodate pedestrians, cyclists, trucks, private motorists, water, sewer, power, gas, rail.

**The economics doesn't add up**

28. Turning to some other issues.
29. Three economists (including Auckland Council's economist) don't believe the economics stacks up. We agree.

**Transpower and Mercury**

30. The stoush between NZTA and Mercury through this hearing is nothing short of shameful for NZTA. In my view, the question whether the EWL should be prioritised over Auckland's last remaining power station goes well beyond the Board's remit. It is a critical strategic question for Auckland and NZ Inc, not a resource management question.

**Dredging around Onehunga Wharf**

31. I am pleased that the evidence shows that the material needed for reclamation can be dredged from around the Onehunga Wharf (and indeed from other marinas and wharfs in the Auckland region). Using this material in the first instance must be a priority over dredging material from the middle of the harbour and impacting on birdlife.



32. The Onehunga Wharf itself has huge potential and should be considered in that light.

### **So-called Mitigation Measures for Onehunga**

- 33. I don't really want to head down the path of mitigation or off-setting the damage that will be caused by the EWL in Onehunga, because I believe the damage is going to be just too great.
- 34. The whole point of the TOES/OBA Community Plan was to try and find a way to avoid this damage.
- 35. Instead of listening to the community's concerns about how precious this coastal area is, NZTA devised a way to dismiss the Community Plan and then continued to propose a four-lane motorway across the heart of the Onehunga coastal environment.
- 36. Nothing can compensate for it.
- 37. Moreover, even if you start down the track of mitigation, I don't believe the ideas being put forward by NZTA in Onehunga go anywhere near enough. In fact, they are an insult when you think about the true value of the coastal environment being ruined by putting a motorway across it. Put simply, the Onehunga community needs to be reconnected to a quality foreshore, not further severed from it. The current NZTA design will separate our community from the Manukau harbour and foreshore.
- 38. Nonetheless, I want to point out that while NZTA has put some thought into mitigation ideas for the Mangere inlet, I cannot see anything like the same when it comes to the Onehunga part of the Project. But this is the part of the Project that has the greatest impacts on the community. It is also the part of Onehunga that offers true opportunity for the community to access the coastal environment.

### ***Land Bridge***

- 39. One idea has been to trench the EWL and create a land bridge. NZTA initially proposed a miserly 25m Land Bridge mainly for vehicle access.

40. I believe the Board made a good call to ask the experts to come up with something better. But it is an extraordinary tight time frame. While I acknowledge that the Board is trying to achieve a better outcome, frankly, this isn't a satisfactory process for such an important piece of the puzzle.
41. Nonetheless, in principle, TOES would like to see the longest land bridge (or bridges) possible.
42. But that option still doesn't fix the severance issues at the Sea Scouts Hall or the ramps and bridge over SH20. Again, the TOES/OBA Community Plan would have solved those issues.

### ***Undergrounding***

43. With regard to undergrounding the Transpower MAN-ROS A 110kv 220kv line and towers across Onehunga Bay, we believe the Board should direct that NZTA fund this (perhaps to \$30M) in the event that the Transpower Strategic Study doesn't result in a proposal to decommission the line. A Condition making sure that the EWL doesn't preclude undergrounding is good sense as is pre-building any likely tunnels needed for undergrounding.
44. Nonetheless, TOES finds it completely unsatisfactory that two state-owned agencies (NZTA and Transpower) have not aligned their strategic processes to get a better outcome. Each has known about the other's plans for years. We are also aghast that NZTA is planning to pay millions to 'move' a few Transpower towers and lines through the Tip Top corner to Anns Creek area ahead of the results of the Transpower Strategic Study.
45. This Sylvia Park to Anns creek area is already a very intensive and congested utilities corridor with motorways, local roads, electric rail network, gas pipes, water pipes, sewer pipes. NZTA are proposing to relocate many of these services, including relocating one of Transpower's most important transmission lines in New Zealand (OTA – HEN 220Kv) that provides 70% of Auckland's electricity.

- 46. We are concerned that NZTA is putting at risk the security of electricity supply.
- 47. The Auckland central isthmus is connected to the rest of New Zealand with two very short land sections. One at Otahuhu and the other at Blockhouse Bay.
- 48. Unlike a lot of other NZ cities where infrastructure can go around landforms, here in Auckland you can't. Getting reliable infrastructure through the Auckland Central Isthmus is critical and we believe all government agencies should be working together in a cooperative way to achieve this goal.

***Taumanu to Wharf***

- 49. The boardwalk idea proposed by NZTA for Taumanu to the Wharf is again a miserly approach.
- 50. Put simply, the success of what TOES achieved with Taumanu Reserve can be replicated for Taumanu to the Wharf.

**[SHOW TAUMANU VIDEO]**

- 51. The Taumanu Bay project (Onehunga Bay) has now won 6 awards.
- 52. Very recently, the Taumanu Bay project received the ACENZ (Association of Consulting Engineers New Zealand) Community Award and the Gold Award of Excellence.





53. It also won the Project of the Year and the People's Choice Award at the NZ Crane Association Conference Awards 2016 was the joint winner of the World Architecture News Transport Award 2016 and the IPENZ (Institution of Professional Engineers of NZ) Arthur Med Environment and Sustainability Award. These are very high honours for the Taumanu Project.
54. The excuses that something much better cannot be done in this area because it would be 'out of scope' or would involve 'reclamation' are just that. Excuses.
55. I ask that the Board direct, just as it has done for the Land Bridge, that the experts also take a good hard look at the best possible outcome for Taumanu to the Wharf. The Onehunga community deserves nothing less.

## CONCLUSIONS

56. So in conclusion, until recently, Onehunga and the Manukau Harbour have been used and abused as the 'back door' of Auckland. We would suggest that not only Auckland, but all of New Zealand has prospered at our community's expense.
57. I thought we had turned a corner when the foreshore at Onehunga – Taumanu Reserve - was restored and opened in November 2015.
58. And then my hopes and our community's hopes were dashed when NZTA proposed that the East West Link would cut its way through the Onehunga coastal environment.
59. During my involvement in community liaison with TRANSIT and NZTA regarding the EWL, neither of these organisations have made concessions to what our community believes would be a much better design.
60. The EWL will be a highly retrograde step for the regeneration of Onehunga. The East West Link will sever the Onehunga community from the coastal environment.
61. I don't believe any of the mitigation ideas being put forward by NZTA in Onehunga go anywhere near far enough. In fact, they are an insult when you think hard about the true value of the coastal environment being ruined by a motorway.
62. I believe that the various proposed resource consents and designations sought by NZTA in this part of the East West Link should be declined and NZTA be told to 'Rethink the East West Link'.

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James William Jackson

The Onehunga Enhancement Society Inc (TOES)

28 August 2017