

**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

**Opening Statement of Amanda Kinzett on behalf of Onehunga Business
Association**

Dated: 3 July 2017

INTRODUCTION:

1. My full name is Amanda Kinzett. I apologise to the Board for not being able to attend the hearing since it started, however, we are a small organisation with limited resources.
2. I am the Manager of the Onehunga Business Association Incorporated (**OBA**) and have held this position for the past 12 years. I am proud to have advocated, lobbied and been part of the Onehunga community supporting its growth over this time.
3. In this process, I am a lay person, however after 12 years of leading, advocating and planning for Onehunga I look at the area as a whole not parts and know a majority of its idiosyncrasies.
4. It is my role to look at ways Onehunga can grow and prosper. To do this I utilise training programmes, community development and area/business promotions to name a few key strategies.
5. The OBA is guided by our Strategic Plan which took 2 years of consultation with our businesses, landlords and community at large via focus groups, surveys, conversations and workshops. This plan has 12 priorities with our business plan developed from these strategies.
6. The OBA was established 27th May 1937 and has represented its members and community since its inception. The OBA has a current membership base of 419 consisting of retail, service and commercial businesses.
7. The OBA is mandated by its members through its Constitution: -
 - To assist and guide the development and advancement of the commercial interests of business people and businesses in the Onehunga commercial district through a co-ordinated, structured and measurable communications, marketing and economic development programme.

- To foster and promote generally the welfare of the business community of Onehunga commercial district and, in particular, to provide a forum for networking and collaboration of members, and sharing of information.
- To improve the environment of the Onehunga commercial district so as to attract and retain business in order to drive employment and economic growth.
- To enhance the safety and security of the Onehunga area and to attract and retain business in an effort to drive employment growth through economic, social, cultural and environmental wellbeing.
- To capitalise on the unique assets and profile of the Onehunga commercial district and to use that as a means of establishing an identity and positioning for the area.
- To make arrangements with and/or advocate to the Government, local authorities and/or persons, corporations or associations for the improvement of amenity, streetscapes, utilities, transport, services or other infrastructure, and for lighting, surfacing, security and cleaning to the benefit of the Onehunga commercial district.

8. Some of the advocacy work that the OBA has been involved with or led over the past few years includes:

- SH20 extension programme, where the campaign for the foreshore restoration started and The Onehunga Enhancement OBA (TOES) was formulated
- Lobbying the Auckland Regional Council to purchase land for Onehunga train station
- Campaigning to secure the Onehunga Wharf

The question was put (on Facebook) to the community about the possibility of opening the Port to the Business and local Community and we had with over 8,000 views, below are some of the responses received:-



- Can we have outdoor movies screened onto the concrete silos?
- Pretty much everything Silo Park do would suit I think. Music, films, markets, exhibitions...
- Something similar to Granville Island Market (Vancouver, BC), including a little ferry service, etc.
- Yes!!!
- great news

- *The ideas of using the space as part of business, local markets and open public space is brilliant.*
 - *Ferry that goes to Waiuku and Huia and back twice daily*
 - *Child friendly cafe/pub would be so awesome! Play area and such like. arts and crafts markets.. Wynyard Quarter North Wharf are quite neat..*
 - *A destination quality farmers market every weekend please!!! We don't have one nearby and really need one. And yes waterfront cafes and interactive playground concepts along the lines of the newest additions to the silo park area. Onehunga NEEDS this....See More*
 - *That would be awesome!*
 - *Such a great idea!! It's a wasted space down there and I couldn't think of a better way to develop it. Once the new beaches are finished it will become an area where people will want to visit and explore. It would definitely add even more character to our little community!!*
 - *It would be great to get some life into that area no harm in flagging it's potential eh..*
 - *Great ideas!!!*
 - *Would be interested in Opening cafe*
 - *I'm definitely! open to any opportunity prospect here to bring the World to Our Onehunga waterfront port!*
 - *Toddler friendly play area like Wynyard Quarter but make it more suitable for little kids. Easily accessible coffee & healthy food for adults & kids*
 - *Completely agree, look at the success of Britomart and Wynyard quarter, completely transformed. This is exciting stuff. NZ Made markets, funky cafes, art, annual events, design competition like Queens wharf to encourage urban ideas, even small scaled like the public seating.*
 - *Yea that would be a good area to develop for the people to enjoy*
- Campaigning to underground the Transpower Lines
 - Advocating for the removal of the Neilson St rail bridge
 - Making submissions to the Unitary Plan and being involved in appeals
 - Advocating to Auckland Council and Panuku for Onehunga to become an area of 'Transformation'

Other opportunities not yet visited but survey completed through Auckland University:-

- Tourism
- International Tourism Opportunities for Big Fish Game Fishing
- Opening up Manukau Harbour areas i.e. Waiuku to Cornwallis, Awhitu to Onehunga
- Development partnership initiatives to the Port
- Increased commercial & residential activity will provide far greater development potential for the Onehunga Rail Station area especially factoring in any future link to Airport. With services of banks, restaurants etc would provide ideal accommodation hub close to Airport
- Brownfield development sites are available

9. The OBA has recognised the huge impact that congested traffic is having in the area over recent years and has voiced its concerns strongly and advocated for an east west connection but not in its current configuration.
10. The OBA made a submission to the East West Link Project (**EWL**) lodged by NZTA with the Environmental Protection Authority (**EPA**).
11. As noted above, the OBA is fundamentally supportive, in principle, of an east-west connection and has been advocating for a resolution to the traffic congestion problems since 2006, and very actively since 2009.
12. The OBA has concerns about a number of aspects of the application, including:
 - a) The Gloucester Park/ Neilson St interchange
 - i) Is this the best use of the land and does the additional driving add to travel savings?
 - b) The Wharf connection
 - i) Concerns on the degraded environment and whether this link will make improvements and development more challenging.
 - c) The Galway Street Link
 - i) Capacity of the area and the ability of this area to cope with the configuration/impact onto other local roads.
 - d) The lack of information in the Application
 - i) Information still not being delivered at a level to help make informed decisions
 - e) The Mangere Bridge connections
 - i) Waste of construction time and resources to not co-habitat this area together including the airport connection
 - f) The consideration of alternative options
 - i) Blue Sky thinking and looking at overseas options

- g) The Walkway between Manukau Harbour Cruising Club and the Wharf
 - i) Connections between the harbour and walking and cycling needs to be a quality environment that mitigates the intrusion of the EWL
- h) The effects of construction on businesses in Onehunga
 - i) Further discussions on the effects the construction will have on the local business economy, access and post construction recovery.
- i) The impact on local roads
 - i) Local roads are not designed to take large vehicles nor the capacity that will be diverted during the construction time.
- j) The traffic assessment
 - i) Minimal traffic assessments in guiding this project has meant that a lot of assumptions have been made about the impact on local roads, increase in residential traffic, Waterview opening and the actual capacity of SH20.
 - ii) What is the infrastructure support for the increase on SH20
- k) The Economic assessment
 - i) Seems to be minimal economic data, it is all based on the traffic movement
 - ii) Economic benefits have not been displayed in any form
- l) The outcomes from the EWL
 - i) Serious questions need to be asked as to whether the current configuration delivers the best for the area and the Auckland Region not just on completion date but for a reasonable period thereafter

13. The OBA is fully supportive of submissions delivered on behalf of The Onehunga Enhancement Society (TOES), Manukau Restoration Society (MHRS) and ReThink East West Link.

14. While it may be seen that the OBA has a connection with these organisations, it does need to be pointed out we are a membership organisation of businesses only.

We may work within the community delivering Community Development programmes and projects, we are not governed by the residential community.

15. The OBA and its members believe the EWL Project must provide a balance between transport requirements, sustainable economic outcomes and community expectations of recreation and environmental recovery. It is the OBA's position that alternatives have not been properly identified and considered, nor has there been any wider consideration of how this roading project should enhance or integrate other community objectives.

16. To deliver such a project with such a huge impact must surely require interconnecting plans so future proofing and sustainability is maintained.

Conclusion:

17. The OBA requests that this application is declined in its current form.

18. Should the Board decide to grant this application, the OBA asks that the Board include recommendations and changes that support the OBA's areas of concern.

19. The OBA will highlight in its evidence areas of change required to ensure viability of this area following this project.

20. The OBA will be calling witnesses

20.1. Amanda Kinzett

20.2. Gregor Hoheisel Dipl. Ing Arch.

Signed:



Date: 3 July 2017

Amanda Kinzett

