

Summary of Comments and Responses

Tupua Horo Nuku Eastern Bays Shared Path
Bay Specific Urban Design Protocols Ngau
Matau/Pt Howard, Sorrento Bay and
Whiorau/Lowry Bay

Context

Summary of consultation process

The consultation process for Whiorau (Lowry) & Sorrento Bay was further adapted from the previous consultations to streamline the process without compromising the extent of the engagement.

In accordance with condition LV.6 the consultation on the Bay Specific Urban Design Plans will be completed by providing the draft Design Protocol to the specified groups. Concurrently to this, the plans will also be published on the Hutt City Council website to allow for feedback from the wider public.

This consultation is for bays 1 and 2 of Tupua Horo Nuku. It gives residents and relevant interest groups the chance to have their say on the elements of the designs. If required, this may lead to a subsequent consultation period.

Prior to the release of the draft protocols, a meeting will be set up between representatives of the Alliance and named organisations.

1. Set meeting between Alliance and named organisations
2. Send BSUDP consultation and note 15 working day timeframe for comments. Draft BSUDPs also published online via Hutt City Council HaveYourSay engagement website.
3. Create comments and responses document within 20 working days
4. Update BSUDP
5. Submit for certification.

If required, an additional step will be added. This follows the completion of that which is outlined in the consent conditions and ensures the design continues to reflect the objectives and voice of the community. Option sketches will be developed for areas of the design which gather strong responses from the community and presented back to them for further comment and collaboration.

1. Develop option sketches for elements of design
2. Present options back to the community
3. 15 working day window for comment
4. Update BSUDP
5. Submit for certification.





Timeline for consultation on Ngau Matau/ Pt Howard, Sorrento Bay and Whiorau/Lowry Bay

Early November 2023	Briefing to Eastbourne Community Board at regular meeting
Mid November	Development of draft BSUDP
23 November	Meeting with Alliance, Eastbourne Community Board, Lowry Bay Residents Association and Point Howard Residents Association
24 November	Meeting with Alliance and East Harbour Environment Association
24 November 2023	Draft BSUDPs circulated to ECB, EHEA, Lowry Bay Residents Association and Point Howard Residents Association and published online with survey
27 November-15 December	Comments window (15 working days) – team available for further questions and discussions in this time. Prompt to be sent one week prior to deadline.
2 February	Compile response to community comments (20 working days, and holiday shutdown period).
late March 2024*	<i>Development and review of option sketches for further community consultation* (depending on what needs to be consulted, up to 15 business days).</i>
April 2024*	<i>Final consultation with community on option sketches*.</i>
April 2024 (date TBC)	BSUDPs updated, finalised, submitted for certification and circulated back to community.

**to be included if appropriate following completion of first stage of consultation*



Location	Comment title	Raised by	Description	Response
East Harbour Environment Association				
General	Bus stops	East Harbour Environment Association	Not convinced design is satisfactory for exposed coastal condition. Request meeting with alliance reps, GWRC and Metlink to discuss design.	<p>A standardised design is required by GWRC with potential for adaptations to suit the conditions within the bay.</p> <p>Due to the size and nature of the existing shelters, it was determined that the new shelters provided greater accessibility (by being able to provide ramps and a platform), as well as improved visibility and safety for users.</p> <p>The existing bus shelters will now be replaced with standard GWRC shelters. These will, to the greatest extent practicable, be designed taking into account the following design principles:</p> <p>(a) A preference that the shared path run behind the bus stop/ shelter;</p> <p>(b) The bus stop / shelter will be raised (separated with a kerb from the traffic lane where possible);</p> <p>(c) The bus stop / shelter will be designed in accordance with universal accessibility principles (such as, but not limited to, wheelchair friendly ramps and tactile pavers); and</p> <p>(d) Bus stop / shelter design will be fit for purpose to appropriately protect public transport users from the coastal elements under relatively frequent events.</p> <p>With these principles in mind, the standard GWRC shelter will be used. The entrance point will be modified to provide further protection from the elements.</p>
General	Bus stops	East Harbour Environment Association	Support raised pedestrian crossings at bus stops.	<p>Noted.</p> <p>The location of the bus stop in Lowry Bay has been discussed with HCC and GWRC.</p> <p>The request for a raised pedestrian crossing is out of scope for the Alliance and has been passed on to HCC for future consideration.</p>
General	Bus stops	East Harbour Environment Association	If there's 1.2m of path in front of bus stops, can path be narrowed behind to 2 or 1.5m to reduce impact on CMA or increase depth of shelter?	<p>Not accepted.</p> <p>To provide a safe path along the length of Tupua Horo Nuku, the minimum width of 2.5m needs to be maintained. This is particularly important at potential conflict zones, such as bus stops.</p>

Lowry Bay	Balustrades	East Harbour Environment Association	Balustrade at north end of Lowry Bay will likely get damaged in southerly – should be double wide seawall with bench?	Partially accepted. A review is underway to balance path user safety and coastal area footprint to minimise the lengths of balustrade. The Balustrade has been designed to meet New Zealand standards for wind loading and is a permeable structure to minimise damage under extreme wave loading events.
General	Balustrades	East Harbour Environment Association	Balustrades will get damaged in large storm events, can they have a modular design so they're cheap/easy to replace? Can they be angled outwards with inner rail for cyclists?	Partially accepted. The barrier is not modular but parts that get damaged can be replaced with ease. All of the balustrades are angled seaward with an inner rub rail. The Balustrade has been designed to meet New Zealand standards for wind loading and is a permeable structure to minimise damage under extreme wave loading events.
Sorrento Bay	Bird Protection Area	East Harbour Environment Association	Fence may be at risk in bad weather and would be opaque to cyclists/walkers. What's the design brief? Dogs should be on leash, 1.2m height should be sufficient Can the fence have a rail similar to balustrades in Days Bay? Can fence be made similar to the balustrade between Pt Howard and Lowry Bay – i.e. using panels designed to keep dogs out?	Not accepted. Oystercatchers can be disturbed by noise and visual activity, so the 1.8m height helps to screen path users from oystercatchers while they're nesting and foraging. Their protection is required under the resource consent conditions. The height, materials and extent of the barrier are selected to provide suitable protection and comply with the resource consent conditions (the required protections are different to the fence at Whiorau Reserve, which is designed to solely deter dogs, so doesn't need to be as high). The bird screen has been designed to meet New Zealand standards for wind loading. Maintenance of the bird protection screen will be required after some significant storm events. The materials and fence design allow for replacement of any damaged vertical palings. A rub rail will be included on the inside face of the fence where there is a risk to path users.
General	Penguins	East Harbour Environment Association	Can safe passage under the road / low fences to keep penguins off road be shown on the plan?	Accepted. Penguin barriers will be drawn on stage 2 plans for Pt Howard. No penguin barriers are included in Lowry Bay. The extension of existing culverts will continue to provide safe access for penguins.

				Measures will be put in place so that penguins can continue using culverts during construction.
General	Bus stops / place making	East Harbour Environment Association	Current bus stops are unique designs. Can new bus stops be painted in unique way to represent each bay?	Not Accepted. The inclusion of bus stop artwork is not within the Alliance's scope.
	Patterns on path	East Harbour Environment Association	Can some of the patterns to be etched on the path be designed by locals/residents?	Not accepted. Working alongside our mana whenua partners the urban design and cultural narratives including decorative paving, layout and art will be conducted through select iwi artists, in order to convey the cultural narrative appropriately.
Lowry Bay	Seats on seawall	East Harbour Environment Association	For Lowry Bay, where there may be more space, could timber steps be built over the finished sea wall with the dual function of steps and seating? This area is reasonably sheltered and timber structures seem to survive.	Not accepted. Recreational access has been provided in the design at safe locations. In Lowry Bay beach, there may be opportunity for people to choose to sit on the 'bench' of the seawall during appropriate tidal conditions. The seawall is designed for expected future storm events. Timber is likely to wear and get damaged quickly. Adding additional stairs could compromise the seawall's effectiveness during storm events.
Pt Howard	Existing ramp to sea	East Harbour Environment Association	This ramp gets slippery. Can the surface be improved and a handrail added?	Not accepted. Modification of this ramp, including handrails and surface treatment, is not included in the scope of this project. Modification of this ramp was specifically excluded from the resource consent application.
General	Beach nourishment	East Harbour Environment Association	Needs long term plan to maintain – could rocks be strategically placed at beach ends to help retention?	Not Accepted. The resource consents do not allow for any additional engineering modifications (eg groynes). The seawall is designed to be stable even with depletion of beach sediments over the design life of the seawall. Modelling indicates that material will be relatively stable in the short- to medium-term. It is acknowledged that over the long-term, material may be lost due to sea level rise and gradual depletion if not managed (i.e. replenished).
General	Beach access	East Harbour Environment Association	Looks good, please review whether they align with local requirements, minimise congestion, encourage pedestrians to go to the beach, good to have beach access near bus stops for waiting commuters.	Noted. Beach access points attempt to balance a number of factors, including those mentioned here.

Eastbourne Community Board

General	Beach access	Eastbourne Community Board	Standard step design has corners which makes it tricky to take kayaks, wheelchairs, prams, etc down. Can we add straight flights of steps and 'small ramp systems'?	Not accepted. The turn in the stairs is designed to reduce impact on the beach area. A straight design would pave over more beach area or make the steps steeper which could limit accessibility. Ramps are provided to allow for kayak and wheelchair access at some locations.
General	Kerb blocks	Eastbourne Community Board	Kerb blocks too close together, makes it difficult for prams, wheelchairs, kayaks, cyclists, etc to access. Removing every third or fourth barrier could solve issues.	Partially Accepted. This has been considered and breaks in the continuity of the kerb blocks are proposed between bus stops and pedestrian crossing locations. These breaks give path users the opportunity to leave the path and encourage road crossing at safer locations.
Pt Howard	Access to shared path at intersections	Eastbourne Community Board	Can path have cyclist access where side roads join Marine Drive, e.g.: widen continuous kerb blocks shown at Howard Road and Cheviot Road?	Partially accepted. Breaks in the continuity of the kerb blocks are proposed in some locations. These breaks give path users the opportunity to leave the path and encourage road crossing at safer locations.
Lowry Bay	Boat sheds	Eastbourne Community Board	Blue boat shed is not historical. Looking forward to further consultation on both boat sheds.	Noted. HCC are currently in discussion with the occupier of the land and blue boatshed with regards to its future status. HCC will lead a separate consultation on the future of the boatsheds.
Sorrento Bay	Bird Protection Area	Eastbourne Community Board	Oystercatchers nest near the blue boat shed, current protections unlikely to offer them any great protection. If the blue boat shed is removed, consider moving BPA protections to that side. The marked fishing area by the blue boat shed is used by oystercatchers.	Noted. To ensure the protection of tōrea pango/oystercatchers, the fence location will meet the advice of specialist project ecologists and our consent conditions.
General	Bus shelters	Eastbourne Community Board	Bus shelter design needs more protection from weather, waves, etc than the standard design provides, especially at ground level.	Not accepted. A standardised design is required by GWRC with potential for adaptations to suit the conditions within the bay. Due to the size and nature of the existing shelters, it was determined that the new shelters provided greater accessibility (by being able to provide ramps and a platform), as well as improved visibility and safety for users.

				<p>The existing bus shelters will now be replaced with standard GWRC shelters. These will, to the greatest extent practicable, be designed taking into account the following design principles:</p> <p>(a) A preference that the shared path run behind the bus stop/ shelter;</p> <p>(b) The bus stop / shelter will be raised (separated with a kerb from the traffic lane where possible);</p> <p>(c) The bus stop / shelter will be designed in accordance with universal accessibility principles (such as, but not limited to, wheelchair friendly ramps and tactile pavers); and</p> <p>(d) Bus stop / shelter design will be fit for purpose to appropriately protect public transport users from the coastal elements under relatively frequent events.</p> <p>With these principles in mind, the standard GWRC shelter will be used. The entrance point will be modified to provide further protection from the elements.</p>
General	Construction info	Eastbourne Community Board	Want to know about beach access during construction period, provisions made to minimise beach access impact on residents, info about location of construction base areas (lockups, toilets, etc) given length of time construction is planned for Pt Howard to Lowry Bay.	<p>Noted.</p> <p>The Alliance team will proactively inform the ECB and the community of timeframes and locations of worksites as these details are finalised and available.</p>
Lowry Bay Residents Association				
Lowry Bay	Bus stops	Lowry Bay Residents Association	<p>Current bus stop has a partially fenced area for children's safety as they get the school bus to Muritai.</p> <p>New design needs to have something in place for child's safety at bus stop.</p> <p>Concern bus stop is too close to the road.</p> <p>Request that safety standards are, at minimum, equal to safety features at current stop.</p>	<p>The footpath between the road and shelter is 1.2m wide with a raised kerb. This setback should help with safety for people waiting at the bus stop.</p> <p>A site safety audit will be completed after construction and before the shared path opens. This will consider whether any additional safety features are required.</p>

Lowry Bay	Beach access	Lowry Bay Residents Association	<p>Lowry Bay beach has informal access along its length - people can step off the road anywhere and be on the beach. The seawall will limit this informal access.</p> <p>Noting that the seawall has to be built, can more formal access points be considered?</p> <p>Access specifically requested at Cheviot Road and Taumaruru Avenue and Kaikoura Path, which are all popular destinations.</p> <p>Steps at Gill Rd have disappeared, can they be reinstated?</p>	<p>Access locations are based on the resource consent documents and these formalise safe access to the beach. These are based on keeping a similar number of access points that are currently present, as well as the safe transition of people on to the beach with the introduction of the new seawall.</p> <p>Beach access has been provided at Cheviot Road via a ramp with handrail and stairs located at Taumaruru Avenue.</p> <p>These locations provide dry access at either end of the beach.</p> <p>No access point is proposed at Kaikoura Path to be consistent with the resource consent documents.</p> <p>The existing informal Gill Road steps will be removed given the proximity to the steps at Taumaruru Avenue.</p>
Lowry Bay	Beach access	Lowry Bay Residents Association	<p>Steps with the turn limit accessibility for kayaks, prams, etc. Can there be better accessibility?</p>	<p>Not accepted.</p> <p>The turn in the stairs is designed to reduce impact on the beach area. A straight line stair design would pave over more beach area or make the steps steeper which could limit accessibility.</p> <p>Ramps are provided to allow for kayak and wheelchair access at some locations.</p>
Lowry Bay	Beach access	Lowry Bay Residents Association	<p>There are no steps proposed at the bus stop.</p> <p>Without a handrail the ramp will be dangerous when wet, or covered with algae, etc. Steps would be safer.</p>	<p>Not accepted.</p> <p>No steps are proposed at this location.</p> <p>All new ramps will have handrails for accessibility.</p>
Lowry Bay	Beach access	Lowry Bay Residents Association	<p>Can steps be wooden with a handrail (and built in strategic places)?</p>	<p>Not accepted.</p> <p>Concrete steps are more durable, creating safer access over the expected lifespan of the asset.</p>
Lowry Bay	Beach facilities	Lowry Bay Residents Association	<p>Please note our concern that building the beach up and making it sandier may increase its popularity, but there's no corresponding increase in facilities, carparks, etc.</p>	<p>Noted.</p> <p>Tupua Horo Nuku is designed to improve the resilience and accessibility of the eastern bays along Marine Drive, including Lowry Bay beach.</p> <p>The provision of additional amenities is not part of the scope of the project.</p>

				The requests for additional amenities will be passed on to HCC for future consideration.
Lowry Bay	Kerb blocks	Lowry Bay Residents Association	Can there be gaps included at regular, strategic points to allow easier access to the path for cyclists, pedestrians, wheelchair users, etc.	Partially accepted. This has been considered and breaks in the continuity of the kerb blocks are proposed between bus stops and pedestrian crossing locations. These breaks give path users the opportunity to leave the path and encourage road crossing at safer locations.
Lowry Bay	Path sweeping	Lowry Bay Residents Association	Request for a path clearing/sweeping maintenance plan to be included in the design.	Noted. The shared path will form part of HCC's standard maintenance programme for the wider city.
Lowry Bay	Breakwater	Lowry Bay Residents Association	Request for a breakwater in northern end of Lowry Bay and Sorrento Bay or extension of existing one at Whiorau Reserve.	Not accepted. Tupua Horo Nuku's resource consents and project scope do not allow for a breakwater structure.
Pt Howard Residents Association				
Pt Howard	Beach name	Point Howard Residents Association	Beach at Pt Howard bus stop is locally known as Point Howard beach, beach 200m east is known as Sorrento Bay (for context for below comments).	Noted.
Pt Howard	Impact on beach	Point Howard Residents Association	Current trends predict that in 20 years effective sea level rise at Pt Howard will be approx. 270mm. The pathway will have a significant impact on the amount of usable beach in future. Effective size of seawall and path is 3m (2.5m path+ kerb blocks + seawall skirt). Sorrento Bay has significant beach loss as well.	Noted. To provide a safe path width, some coastal area needs to be used to build the seawall. This was covered in an assessment of environmental effects when resource consents were gained for the project. Some beaches along the eastern bays will receive beach nourishment. This will build up the current beach to help minimise the impact of losing coastal area elsewhere. Nourishment is proposed at Sorrento Bay.
	Beach nourishment	Point Howard Residents Association	This is unlikely to be successful at Pt Howard beach long term due to weather/wind/tides. It should be done on an 'experimental approach' in small quantities in consultation with coastal marine process experts.	Noted. The beach nourishment plan was designed in consultation with a specialist coastal engineer. The existing beach is partially constrained by rocky outcrops (either side and offshore) which provides some level of stability control.

				Our modelling indicates that material will be relatively stable in the short- to medium-term, providing the intended ecological benefits. Over the long-term, material may be lost due to sea level rise and gradual depletion if not managed (i.e. replenished).
Pt Howard beach	Path width	Point Howard Residents Association	Please consider a 2.2m effective width to limit impact on beach (this is similar to path north of Ngau Matau, and near Estuary Bridge).	Not accepted. To provide a safe path along the length of Tupua Horo Nuku, the minimum width of 2.5m is important.
	Road/ traffic lanes	Point Howard Residents Association	Could lanes west of Pt Howard pedestrian crossing be shifted north by 0.5m or narrowed slightly with speed restrictions?	Not accepted. Altering road lanes is outside of the scope of this project. Any speed limit changes will be considered as part of HCC's speed reviews.
	Seawall	Point Howard Residents Association	Can we use single seawall at Pt Howard beach to reduce impact on beach?	Not accepted. The tiered seawall is proposed to minimise wave overtopping of the seawall and minimise the length of balustrade that is required. The seawall height (and number of tiers) is dictated by the difference between the road and rock levels.
	Ramp at Pt Howard	Point Howard Residents Association	Can we look at moving the ramp at the west end of Pt Howard beach further west to help fight erosion? Present ramp is too steep for safe access for most beach users and is unsuitable for kayaks, small watercraft, etc.	Not accepted. The existing ramp at the western end of Point Howard beach will not be relocated or reconstructed as part of the shared path construction. Modification of this ramp was specifically excluded from the resource consent application.
Sorrento Bay	Path width	Point Howard Residents Association	Can path width at Sorrento Bay Beach be reduced to 2m and road lanes shifted 0.5m north.	Not accepted. To provide a safe path along the length of Tupua Horo Nuku, the minimum width of 2.5m is important. Vehicle tracking curves have been reviewed and changes to the road corridor through this area are not required as part of the shared path construction or appropriate in this location.
Sorrento Bay	Path width	Point Howard Residents Association	Sorrento Bay Beach has more amenity than the blue boat shed, if we can narrow the path for the boat shed, can we narrow it to protect the beach?	Not accepted. The future of the blue boat shed is being discussed with the land occupier. HCC will consult separately on the future of the boatshed once this is known, and the impact this may have on the path. To provide a safe path along the length of Tupua Horo Nuku, the minimum width of 2.5m is important.

Pt Howard beach	Vehicle guardrail	Point Howard Residents Association	What is the value of the vehicle guardrail located along western section of Pt Howard Beach (8approx. 50m in length?) Can it be removed with speed lowered from 50km/h?	The road safety barrier is proposed to be removed as part of the shared path works. Changes to road speed limits are outside the scope of Tupua Horo Nuku and will be addressed through HCC's speed reviews.
From RA meeting				
Pt Howard	Carparks	Point Howard Residents Association	Keep nose-in rather than parallel to retain parks.	Not accepted. Parking at Point Howard was assessed through an options assessment and agreed with HCC. Currently, on-street parking is informal, with no parking spaces marked. It is estimated that up to nine cars could park perpendicular to the road. Formalising the parking, in accordance with design standards, would result in seven angled parking spaces. The design for parallel parking has been optimised to also provide seven parking spaces. Parking alignments evaluated in the options assessment were 90 degree, 45 degree, 30 degree and parallel parking. While there was little difference in the operational functionality of the types of parking, parallel parks provided the best balance of: <ul style="list-style-type: none"> - minimum path width requirements, - minimum coastal area encroachment, - required parking bay dimensions and - protection of animal habitat. The Pt Howard (Centreport) parking area is subject to further consultation between Centreport and HCC.
Pt Howard	Revetment repair	Point Howard Residents Association	Can we remove old concrete near Pt Howard bus stop as part of revetment repair? Crush it and fill space in with seats/trees?	Not accepted. There are limits to the permitted modification of this revetment as part of the consented works. Some rehabilitation of the revetment is proposed.
Sorrento beach	Stairs	Point Howard Residents Association	Can we add these to Sorrento Bay beach	Accepted There are steps at this beach.

Sorrento Bay	Bird Protection Area	Point Howard Residents Association	Why is this required? Do we need to lose car parking?	Bird protection areas help protect important bird populations and mitigate habitat loss. This is why they are required as a consent condition. Parking is removed as part of the protection measures.
Pt Howard	Bus stop	Point Howard Residents Association	Can we have crossing access for wheelchair users near bus stop?	Accepted The bus stop and pathway design consider accessibility for wheelchair users.
Sorrento Bay	Stairs	Point Howard Residents Association	Can we make stairs straight for easy kayak access?	Not accepted. The turn in the stairs is designed to reduce impact on the beach area. A straight design would pave over more beach area or make the steps steeper which could limit accessibility.
Pt Howard	Rings for tying up kayaks/boats	Point Howard Residents Association	Can there be ring attachments on seawall at the beach for tying kayaks, etc, up?	Not accepted. The precast concrete design does not allow for any brackets or rings to be installed. Ring attachments could be installed at a later date. Reinforcement in the seawall would need to be avoided and durability considered so that the integrity of the seawall long term is not compromised.
Pt Howard	Showering/ changing facilities	Point Howard Residents Association	Can there be showering/changing facilities at Pt Howard?	Not accepted. This is out of scope for Tupua Horo Nuku. It has been noted and will be passed along to HCC.
Online				
Lowry Bay	Memorial plaque	Online	Can I sponsor a suitable bench in Lowry Bay to have a memorial plaque?	Noted. This has been passed on to HCC for consideration.
Lowry Bay	Boat sheds	Online	Support for moving boat sheds.	Noted.
Lowry Bay	Pedestrian crossing	Online	Can we have a pedestrian crossing near the bus stop?	Not accepted. This is out of scope for this project but will be passed along to HCC for future consideration.
Lowry Bay	Seawall height	Online	High likelihood of king tides overtopping the seawall, wouldn't it make sense to be conservative from the outset and build higher?	Not accepted. The project budget and resource consent currently allow for a seawall that ties into the existing road levels. The team are considering options to allow for future proofing against the effects of sea-level rise. However, this decision needs to be considered in line with project affordability.
Lowry Bay	Beach access ramp	Online	One comment asking for a ramp at south end of Lowry Bay for wheelchair user/parents with strollers, kayakers etc.	Not accepted There is a ramp at the northern area and stairs at the southern end of Lowry Bay beach. A second ramp on this beach would significantly impact the amount of beach space available.

			One comment saying ramps can get slippery, steps are safer option.	<p>New ramps will have handrails and provide additional accessibility.</p> <p>Concrete ramp design maximises the quality of the surfaces but there is potential for some marine growth in the intertidal areas. Stairs are provided at several locations as an alternative access.</p>
Lowry Bay	Beach access steps	Online	<p>What research was done for putting stairs at Whiorau by Taumaru Ave?</p> <p>Two comments for steps/access at Kaikoura Path. The informal ramp is well used.</p> <p>Most people living in the bay access beach at Cheviot Rd, can we have beach access there near bus stop? This also makes it easier for people with mobility issues.</p>	<p>Access locations are based on the resource consent documents and these formalise safe access to the beach. These are based on keeping a similar number of access points that are currently present, as well as the safe transition of people on to the beach with the introduction of the new seawall.</p> <p>Beach access has been provided at Cheviot Road via a ramp with handrail and stairs located at Taumaru Avenue.</p> <p>These locations provide dry access at either end of the beach.</p> <p>No access point is proposed at Kaikoura Path to be consistent with the resource consent documents.</p> <p>The existing informal Gill Road steps will be removed given the proximity to the steps at Taumaru Avenue.</p>
Sorrento Bay	Beach access	Online	Can we have two access points – north and south, with access for kayaks, paddle boards, etc.	<p>Partially accepted.</p> <p>A ramp and a set of stairs are provided on Sorrento Bay beach to replace the existing access. There is an additional set of steps near the southern end of Sorrento Bay.</p> <p>Access at the southeastern end of Sorrento Bay cannot be provided because of the tōrea pango/oystercatcher Bird Protection Area.</p>
Sorrento Bay	Mirror for side roads	Online	Main road mirror for Sorrento Bay residents entering Marine Dr?	<p>Not accepted.</p> <p>This is out of scope for this project but will be passed along to HCC for future consideration.</p>
Sorrento Bay	Bird Protection Area	Online	<p>1. Extend the fence continuously past the boat shed joining onto where it stops on the map.</p> <p>2. Continue the fence along where the trees are in the area circled in yellow to</p>	<p>Partially accepted.</p> <p>The extent of the fence location will meet the consent requirements and advice of project ecologists.</p> <p>Prohibiting dogs from the area is a matter for further HCC consideration.</p>

			<p>prevent beach access around the fence if this was not already the plan.</p> <p>3. Remove fishing from the entire area beside the blue boat shed.</p> <p>4. Remove the beach access next to the boatshed as this encourages people to enter the nesting site.</p> <p>5. Prohibit dogs from the whole area including the area circled in red.</p> <p>6. Do not carry out the construction in Q4.</p> <p>7. Commence path construction in Q2.</p>	<p>We are developing the construction programme to account for no construction during breeding season.</p>
Sorrento Bay	Bird Protection Area	Online	<p>Bird protection is needed on island by boatshed rather than informal car park area.</p> <p>Should not be fishing area by the boat shed.</p> <p>Is the fence needed where shown? It removes beach access.</p> <p>Can we build offshore habitat rather than have the screening fence? Then we can retain trees there for shade amenity.</p> <p>1.2m high fence is preferable to 1.8m.</p>	<p>To ensure the protection of tōrea pango/oystercatchers, the fence location will meet the consent requirements and advice of project ecologists.</p> <p>Oystercatchers can be disturbed by visual activity, so the 1.8m height of the fence helps to screen path users from them while they're nesting and foraging.</p>
Sorrento Bay	Culverts under road	Online	<p>Can we include additional pipes or equivalent under the road for penguins to use and nest in?</p>	<p>Not accepted.</p> <p>We are keeping all existing culverts as a means of access for penguins. Installing additional pipes under the road is outside of the scope of this project.</p>

Sorrento Bay	Cultural signage	Online	Please incorporate Italian placenames into signage, such as Russo Point at Windy Point.	Not accepted. The project does not include this type of signage, and is out of scope.
Pt Howard	Car parks	Online	<p>Parallel parking beside Pt Howard does not make sense as it reduces parking at a premium spot and necessitates a u-turn by all traffic coming in from the north.</p> <p>Please ensure there is adequate parking long term with Centreport.</p> <p>Conduct a study to determine parking demand, usage times, etc so that the lay out is optimal at Pt Howard.</p>	<p>Parking at Point Howard was assessed through an options assessment and agreed with HCC.</p> <p>Currently, on-street parking is informal, with no parking spaces marked. It is estimated that up to nine cars could park perpendicular to the road. Formalising the parking, in accordance with design standards, would result in seven angled parking spaces. The design for parallel parking has been optimised to also provide seven parking spaces.</p> <p>Parking alignments evaluated in the options assessment were 90 degree, 45 degree, 30 degree and parallel parking. While there was little difference in the operational functionality of the types of parking, parallel parks provided the best balance of:</p> <ul style="list-style-type: none"> - minimum path width requirements, - minimum coastal area encroachment, - required parking bay dimensions and - protection of animal habitat. <p>The Pt Howard (Centreport) parking area is subject to further consultation between Centreport and HCC.</p>
Pt Howard	Beach facilities	Online	<p>Can we have facilities at Pt Howard beach, e.g.: showers, bike racks, etc.</p> <p>Two comments for upgraded changing facilities.</p> <p>Consider adding flotation devices/life rings, automated external defibrillators near beach access/seating at Pt Howard.</p>	<p>Partially accepted. While facilities like showers and flotation devices are not in the scope of this project, cycle racks are included in the rest areas at Pt Howard.</p> <p>Upgrading the changing facility is also outside of the scope of this project.</p> <p>New seats have been added at each rest area/pause point along the shared path, including at bus stops. Some seats have no backs and can be used in either direction. Other seats have backs, allowing for a more comfortable stay, in areas for reflection.</p>

Pt Howard	Small crane wharf	Online	Two comments for keeping the small wharf for cranes at Pt Howard for use as a fishing spot in future.	Not accepted. This is out of scope for the Alliance.
Pt Howard	Pedestrian crossing	Online	Two comments asking - Can the crossing be moved south / closer to the toilet block? Notes this is where residents come down off the hill and would be halfway between bus stops on either side.	Not accepted. Moving the pedestrian crossing is out of scope for the project.
Pt Howard	Kerb blocks at beach access ramp	Online	Residents take small boats/kayaks/dinghies on hand trailers down Howard Rd to the beach. Can we have a 2m gap in concrete edge there to accommodate small trailers? Please include a handrail on the ramp.	Partially accepted. Breaks in the continuity of the kerb blocks are proposed in some locations. These breaks give path users the opportunity to leave the path and encourage road crossing at safer locations.
Pt Howard	End of cycleway tie-in	Online	Please consider how the cycleway will rejoin the road at Seaview.	Noted. Modifications to the guardrail are proposed to improve the connection to the existing path at Point Howard
Pt Howard	Headland access	Online	Can we make the southern vehicle access entrance only and the northern access exit only?	Noted. This can be considered in consultation with HCC and Centreport.
Pt Howard	Rest areas	Online	Use the two rest areas in the cutting for cyclists, so that the seaside one can be replaced with parking. Can tables/seating be included away from the little penguin area where possible?	Partially accepted. This will be considered against other competing constraints during the next phase of design and in consultation with Centreport.
Pt Howard beach	Jet skis	Online	Consider banning jet skis at Pt Howard beach for safety of swimmers.	Not accepted. This is out of scope for this project but it has been passed along to HCC for future consideration.
Pt Howard beach	New path on hillside	Online	Form a path along hillside from inland car park, with yellow lines, down to pedestrian crossing.	Not accepted. This is out of scope for this project but will be passed along to HCC for future consideration.

Pt Howard beach	Bus shelter	Online	Can cycle racks be placed between the bus stop and pedestrian crossing for beach users and people stopping for a toilet break? provide benches or seats facing the sea.	Partially accepted. The request for cycle racks at the bus shelter will be considered where space allows. While no seating is proposed at the bus shelter, there is some in Ngau Matau / Pt Howard. The request to have them facing the sea will also be considered.
Pt Howard beach	Stair location	Online	Retain steps in existing location with a handrail – this is the best place for beach access.	Not accepted. The location of steps was balanced against a number of competing constraints and is consistent with the resource consent application.
Pt Howard beach	Armco barrier	Online	Consider installing armco barrier or equivalent on the boundary of pathway from pedestrian crossing to the steps.	Not accepted. A safety review was undertaken, and this was deemed not to be necessary.
Pt Howard beach	Balustrade	Online	Consider balustrade on the seaside of the shared path from the ramp to the steps.	Partially accepted. Balustrades are under review as part of a safety review. All balustrades required from this review will be a suitable length to protect path users.
Pt Howard beach	Seawall design	Online	Can double curved seawall provide both seating and a safe place for putting gear at high tide.	Partially accepted. The seawall is not specifically designed for sitting or storing equipment but doesn't preclude these activities.
Pt Howard beach	Beach nourishment	Online	Ensure access for beach nourishment on ongoing basis.	Partially accepted. Access for re-nourishment of the beach has been considered as part of the beach nourishment management plan.
Pt Howard	Construction timeline	Online	Beach usage peaks from December to April, please schedule construction to begin in April/May.	Noted. Construction at Pt Howard is not scheduled until after the completion of Sunshine Bay. It's unlikely to begin earlier than May 2024. We will keep the community informed of construction timeframes.
Pt Howard	Dog measures	Online	Can there be rings installed to tie dogs up near the beach to keep them off beach and off path? Improved dog signage at Pt Howard to encourage owner compliance. Can dogs be banned from Pt Howard beach?	Not accepted. Dog control measures are outside of the scope of this project. This will be passed on to HCC for future consideration.
General	Education campaign	Online	Please do an education campaign as to the purpose of a shared path – e.g. not a racetrack for cyclists.	The project does not include this type of education campaign. However, we will consider opportunities for messaging around this in project communications.

General	Shared path signage	Online	Two comments for signs/restrictions of speed on shared path.	Not accepted. Currently there is no plan for speed restrictions on the path. Ongoing reviews of path use will be necessary to determine if controls are required.
General	Kerb blocks	Online	Kerb blocks are too close together, so cyclists can't enter/leave pathway as required.	This has been considered and breaks in the continuity of the kerb blocks are proposed between bus stops and pedestrian crossing locations. These breaks give path users the opportunity to leave the path and encourage road crossing at safer locations.
General	Info signs for seating areas	Online	Can info signs or artwork displaying local impacts/risks on the coastline from sea level rise be incorporated?	Not accepted. This is out of scope for this project.
General	Asphalt	Online	Can a soft but tough asphalt be used to discourage seagulls using the shared path to open shells?	Not accepted. There is a mix of asphalt and concrete surfaces along the path length. These were selected to balance initial capital cost and maintenance costs. There is no plan to do any further review of these materials.
General	Rubbish bins	Online	Please provide rubbish bins with lids to reduce rubbish being blown around and appeal to rodents.	Not accepted. Providing additional bins is out of scope for the project.
General	Seaweed regeneration	Online	Attempt speculative seeding of shellfish spat and plant out of seaweed along the areas disrupted by the seawall construction, with the assistance of www.loverimurimu.org to help encourage regeneration of wildlife biodiversity and habitat.	Not accepted. The project has a seagrass management plan to minimise environmental impacts.
General	Bus stop design	Online	Glass bus stops are graffiti prone, concern these will be quickly defaced. Can we make them more visually interesting as a deterrent?	Not accepted. The inclusion of bus stop artwork is not within the Alliance's scope.
General	Bus stops	Online	Comment to support switching to standard bus stops. Comment to support path going behind bus stops.	Noted.
General	Car parks	Online	Comment to remove more car parks to improve design. Comment to support proposed removal of parks.	Noted.

General	Path access	Online	Please consider how children and elderly people can safely get on the path from across the road.	Noted. Existing pedestrian crossings, and breaks in the continuity of the kerb blocks have been retained / proposed in locations where it is safest to cross the road, and / or join the shared path.
General	Beach nourishment	Online	What's the commitment for maintenance? Lots of beach is washed onto the road to be swept back, will the new design increase sand washing onto the road?	It is not expected that the new seawall or beach nourishment will increase the quantity or frequency of sand migrating onto the path. However, the impact of future sea level rise on the storm events is uncertain and this may increase the amount of sand and debris that is washed onto the shared path and carriageway. The shared path will form part of HCC's standard maintenance programme for the wider city.

