

# **Landscape and Urban Design Plan Engagement Summary**

**Tupua Horo Nuku Eastern Bays Shared Path  
Landscape and Urban Design Plan**

# Context

## Project overview

Tupua Horo Nuku Eastern Bays Shared Path project is a planned 4.4 kilometre-long walking and cycling path that will run along Marine Drive in two sections, between Ngau Matau (Point Howard) and Eastbourne. Oruamatoro (Days Bay) separates the two sections. The project will be delivered in stages that correspond to Bay communities. The southernmost Windy Point and Sunshine Bay sections will be constructed first.

The project involves delivery of new seawalls and coastal revetments which protect and create space for the shared path. These will also contribute to a more resilient Marine Drive.

Eastern Bays Shared Path is funded by Hutt City Council, Waka Kotahi NZ Transport Agency and the Government through the COVID-19 Response and Recovery fund. It is being delivered in partnership with Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangatira as iwi mana whenua.

## Mana whenua partnership

Tupua Horo Nuku is a partnership between Hutt City Council and iwi mana whenua (Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangatira). This partnership is organised through Te Ara Tupua Mana Whenua Steering Group.

Tupua Horo Nuku represents a part of Ngā Ara Tupua a series of projects in the rohe which relate to the Tupua narrative. In traditional narrative shared by Te Atiawa Taranaki Whānui, Tupua Horo Nuku and Tupua Horo Rangī, or Ngake and Whataitai are the creators of Te Whanganui a Tara (Wellington Harbour) and its surrounds. Ngake – Tupua Horo Nuku – created Te Awakairangi (the Hutt River) and the eastern harbour where Eastbourne and the Eastern Bay communities are found today.

The narrative of Tupua Horo Nuku and the mana whenua principles are highlighted at the start of the Landscape and Urban Design Plan and embedded throughout the plan.

## Relevant consent conditions

Consent conditions set out the requirements that the Landscape and Urban Design Plan must incorporate. The conditions also set requirements for how the plan is to be developed in consultation with partners and community groups.

### LV.3

*The LUDP shall be prepared by the Consent Holder with input from a suitably qualified and experienced ecologist, engineer, landscape architect, recreation specialist, traffic engineer, urban designer and access and mobility advisor and, in consultation with:*

- (a) The Mana Whenua Steering Group to be established under Condition MW.1;*
- (b) Relevant Resident Associations;*
- (c) Hutt City Council (Parks and Reserves); and*
- (d) The Eastbourne Community Board.*
- (e) The East Harbour Environmental Association*





# Engagement Approach

## Mana whenua partnership

Te Ara Tupua Mana Whenua Steering Group (MWSG) was initially established to enable a partnership between Waka Kotahi, Taranaki Whānui and Ngāti Toa. The MWSG has evolved and extended to enable a Treaty partnership encompassing Tupua Horo Nuku Eastern Bays Shared Path and the RiverLink programme.

The MWSG is the central point for coordinating mana whenua specialists' input to the project and therefore to the LUDP. The MWSG nominated cultural design lead Len Hetet to work with Kura Moeahu as cultural narrative expert and incorporate the Tupua Horo Nuku narrative into the plan.

Throughout the process of completing the LUDP, the project team provided updates to the MWSG at regular monthly hui. The MWSG provided comments on the draft LUDP in late November.

## Public engagement

A community open day was held on 2 October. This open day presented key elements of the LUDP including the cultural narrative, ecological information, coastal edge (seawall and revetment), urban design (bus stops and furniture). A newsletter was sent to the community and feedback forms were available at the open day asking four questions:

*Which area or bay do you live in?*

*How can the design of the shared path, beach accesses, street furniture, artworks, and bus stops best reflect your community's identity and needs?*

*Which feature is most important to you?*

*What's important to you when a construction project is happening in your neighbourhood?*

Approximately forty responses were received counting emailed feedback and paper forms filled in.

## Specified parties

### Mana Whenua Steering Group

As outlined above, the project is being developed in partnership with iwi mana whenua. The Mana Whenua Steering Group has been involved through its nominated specialists, and in reviewing and commenting on the plan. The cultural narrative that has been incorporated throughout the plan reflects this.

### Relevant Resident Associations

In addition to the public open day, two workshop sessions specific to the bays' resident associations were held.

Wednesday 17 November  
5:30pm – 7:30pm  
St Ronan's Church Hall  
Eastbourne

**Attended by representatives of:** Point Howard, Windy Point and Mahina Bay

Tuesday 23 November  
7:30pm – 9:30pm  
Lowry Bay Yacht Club  
Seaview Marina

**Attended by representatives of:** York Bay and Lowry Bay





These workshops provided an update on the project and an introduction to the purpose of the plan, followed by a semi-structured discussion focussing on broad subject areas within the plan, and on any particular topics of interest to the representatives present.

Representatives of the resident associations were also invited to provide further written comment as a follow up to the workshop sessions.

### **Hutt City Council (Parks and Reserves)**

A meeting was held with Janet Lawson, Reserves Asset Manager, Hutt City Council on Wednesday 24 November, to seek the feedback of the Parks and Reserves team on the plan.

### **Eastbourne Community Board**

A workshop was held with the Eastbourne Community Board on Wednesday 10 November. This workshop followed a similar format to that outlined for the resident association workshops.

Representatives of the Community Board also attended resident association workshops.

### **East Harbour Environmental Association**

A meeting was held with the East Harbour Environmental Association on Friday 19 November. Subsequently, the EHEA sent written feedback on the plan.



## Themes discussed

### Cultural narrative in design

The cultural narrative was gifted to the project by Kura Moeahu of Te Atiawa Taranaki Whānui, endorsed by the Mana Whenua Steering Group, and interpreted in a design cultural overlay by cultural design lead Len Hetet. These were incorporated in the draft LUDP.

The cultural narrative and design elements were shared with the stakeholder groups as part of the consultation.

There was broad support particularly from the Community Board for the prominent inclusion of the cultural narrative and a desire to learn more about the precolonial history of the area, and to highlight this through the project. Increased use of Māori placenames was strongly supported.

### Seawalls, revetments and barriers

Seawalls, revetments and barriers were a subject of active design work during the period of consultation on the LUDP. In particular, the design of the seawalls was under consideration as the project examined the issue of safety from falling. The stepped curved seawall design prepared during the consenting phase did not sufficiently protect path users from injury in a fall to meet current building code and Health and Safety at Work Act requirements.

At the same time, adjustments to the seawall design were developed to incorporate a construction methodology making use of pre-cast segments in the wall to help accelerate delivery.

Feedback from those consulted indicated opposition to balustrades as a fall from height barrier on visual grounds as well as concerns about maintenance and damage. There was mostly support for continued use of the curved stepped design developed at previous phases of the project.

The solution for the fall from height issue will include use of a wider 'step' in the seawall design, which may result in a narrower shared path in some areas (minimum width of 2.5m) – as the footprint of the project overall cannot be increased within the consented boundaries. In some places, a balustrade will be needed but this will be minimised.

Rock revetment will be used in areas of the shared path where an existing revetment exists on the coastal edge.

### Ecological measures and bird protection areas

The LUDP refers to the Bird Protection Plan and the Bird Protection Areas. Some of the Bird Protection Areas are away from the main Shared Path project and have not been directly discussed with the community until now.

During consultation a view was expressed that new fences or screens bounding the bird protection areas might cause concern to some residents due to impacts on views. Further work will need to be done on this during the bay-specific planning stage, however this will focus how to best minimise the visual impact of the screens as the bird protection areas are required as a condition of consent.

There was support expressed in the consultation for use of textured concrete and manufactured tidal pools as part of providing habitat along the seawalls and revetments. These are included in the project's Seawall and Revetment Habitat Plan.

### Beaches

The consultation feedback demonstrated that use of the beaches within the Bays is of high importance to many in the Eastern Bays community. Some feedback requested that the shared path be narrowed at beaches to avoid impacting beach area, while other feedback sought a consistent wide shared path throughout the project, suggesting this issue is finely balanced.





Access from the path to the beaches was raised many times and the design of steps and ramps will be refined during the Bay-specific Urban Design Plan stage.

Beach nourishment was discussed, with some people wanting to see additional nourishment – either nourishment of beaches where this is not currently planned or a plan for ongoing nourishment (due to a view that nourished beaches would likely continue to deplete after nourishment). No further beach nourishment can be included in this project (either over time or in additional bays) as this is limited by the resource consent, however this could be considered as a separate initiative in future.

## Street furniture and signage

The LUDP envisages furniture that is coastal in nature, with chunky and rugged forms. It anticipates the furniture being placed sparingly to avoid creating visual clutter. This was accepted by those consulted.

Signage was discussed at some of the consultation meetings. There was a request for clear cycling directional / wayfinding signage readable by moving cyclists, in addition to other more architectural signage.

There was support for historical / cultural interpretive signage to be placed along the shared path including sharing the Māori and early European history of the bays.

## Bus stops

Throughout the consultation bus stops were discussed. The bus stop locations, the configuration of the road and path around bus stops, and the design of the bus shelters are all topics of interest. In some bays, retention of the existing bus shelter was important to those consulted.

This will require further development when the Bay-specific designs are completed. The LUDP establishes a framework which gives flexibility to this while ensuring good bus stop design from a path and public transport user perspective.

## Parking and access

Some areas along the shared path route are currently used informally as parking. While these are not formal marked parking spaces, they will not be available during construction or when the shared path opens. An example is at the Sorrento Bay Bird Protection Area where a small headland currently has a gravel surface and a bench seat. This area is proposed to be within the Bird Protection Area, meaning parking will no longer be possible.

Details of these changes will need to be finalised as a part of Bay-specific designs.

## Matters outside the scope of the project

During the consultation key topics were raised which sit outside the Eastern Bays Shared Path project.

### Shared path through Days Bay

At the public open day and in consultation meetings, continuing the shared path through Days Bay was raised. This is not currently part of the Eastern Bays Shared Path project and has been considered in association with Williams Park redesign work.

### Speed limit and traffic calming

Many of the Bays residents' associations called for the speed limit on Marine Drive to be reduced. It currently varies between 70km/h and 50km/h. Mahina Bay Residents Association submitted a survey of residents showing strong support for a reduced speed limit. An investigation of speed limits is a condition of consent for the project but is being completed in parallel by Hutt City Council, rather than by the shared path project team at this stage.

### Undergrounding of power poles

In some bays, power lines have been placed underground historically, however this was not completed in all bays. There was a request from residents to consider inclusion of further undergrounding within the shared path project. This is currently outside the scope of the project and the team will work with Wellington Electricity on the relocation of power poles and lines associated with the project.





## Next Steps

Following completion of the overarching Landscape and Urban Design Plan, the project team will commence work on the first Bay-Specific Urban Design Plan which will cover the Sunshine Bay and Windy Point sections. This will include further consultation.

The LUDP and its child plans the Bay-Specific Urban Design Plans all must be submitted to Greater Wellington Regional Council as the regulator upon their completion.

Bay-Specific plans will be completed ahead of construction in each bay.



## Appendix: Summary Table

Topic Title	Themes	Area	Particulars of feedback	Raised by	Project team response
<b>Balustrades</b>	Seawalls, revetments and barriers	Project-wide	Opposition expressed to the inclusion of balustrades on visual / aesthetic grounds Concern about damage/maintenance	Residents Assns	A solution will be developed for some areas that enables balustrades to be avoided by incorporating 'landings' within the seawall, though this might require the path to be narrowed to as narrow as 2.5m.  Details of where landings will be used and where balustrades will be used will be confirmed at BSUDP stages.
<b>Beach nourishment at Windy Point</b>	Beaches Seawalls, revetments and barriers	Windy Point	Suggestion to undertake beach nourishment to restore beach in Windy Point section, which could also ease safety from falling issue.	Residents Assns	Nourishing the beach within the Windy Point section is not within the project resource consent so will not be incorporated.  Details of where landings will be used and where balustrades will be used will be confirmed at BSUDP stages.
<b>Mahina Bay Bus Stop Location</b>	Bus stops	Mahina Bay	Desire to locate bus stop at existing location or further north.	Residents Assns	Details of bus stops will be confirmed at BSUDP stages.
<b>Mahina Bay Bus Stop Shelter</b>	Bus stops	Mahina Bay	Desire to retain existing bus shelter structure.	Residents Assns	The LUDP acknowledges that the project will consider the possibility of retaining the existing shelters where this is supported by the bay community.  Details of bus stops will be confirmed at BSUDP stages.
<b>Retention of Atkinson Tree</b>	Bay-specific features	York Bay	Desire to retain the Pohutukawa tree known as the Atkinson Tree planted in the beach at York Bay	Open Day EHEA Residents Assns	The LUDP states the project's position that the tree will most likely need to be removed.  This will be confirmed at BSUDP stage. The alternative design idea presented by local group members will be considered.



Topic Title	Themes	Area	Particulars of feedback	Raised by	Project team response
<b>Reduced path width at select beaches</b>	Shared Path	Project-wide	A desire to preserve the maximum area of beach within the bays by reducing to a narrower path in beach locations.	EHEA	<p>The LUDP outlines that the path width sought throughout the design ranges from 2.5m to 3.5m. The total footprint in the Coastal Marine Area (CMA) is constrained by the consent.</p> <p>Providing greater width where possible is in line with the project objective of providing a safe effective walking and cycling path.</p> <p>Details in each section will be confirmed at BSUDP stage, within those parameters.</p>
<b>Retain consistent path width</b>	Shared Path	Project-wide	A desire to maintain a wide path as consistently as possible to maximise walking and cycling outcomes	Open Day	<p>The LUDP outlines that the path width sought throughout the design ranges from 2.5m to 3.5m. The total footprint in the Coastal Marine Area (CMA) is constrained by the consent.</p> <p>Providing greater width where possible is in line with the project objective of providing a safe effective walking and cycling path.</p> <p>Details in each section will be confirmed at BSUDP stage, within those parameters.</p>
<b>Removal / undergrounding of remaining power poles</b>	Bay-specific features	Mahina Bay	A desire to see remaining power poles (such as those in Mahina Bay) undergrounded.	Residents Assns	<p>At this stage further undergrounding of power poles and lines is not in the scope of the shared path project and the project funds are not available for this.</p> <p>The project is collaborating with Wellington Electricity on the interaction between the path and new seawalls and their infrastructure.</p>
<b>Reduced speed limit on Marine Drive</b>	Shared Path Safety	Project-wide	A desire to see the speed limit reduced. Key reasons for this included safety of all road users and a belief that lowering the speed limit might enable the road lanes to be narrowed, helping reduce the footprint of the shared path.	Residents Assns Open Day EHEA	<p>A speed limit is not being worked on as part of the shared path design, however it is being progressed alongside the shared path project by Hutt City Council.</p> <p>In BSUDPs the project will consider the road lanes as part of the overall cross-section of the path to optimise path width and footprint.</p>

Topic Title	Themes	Area	Particulars of feedback	Raised by	Project team response
<b>Reduced road lanes to reduce beach encroachment</b>	Shared Path Beaches	Project-wide	A desire to see 2.5m width used for all path areas next to beaches to minimise beach encroachment	EHEA	In BSUDPs the project will consider the road lanes as part of the overall cross-section of the path to optimise path width and footprint.  Providing greater width where possible is in line with the project objective of providing a safe effective walking and cycling path
<b>Use of single curved seawall only at beaches</b>	Seawalls, revetments and barriers Beaches	Project-wide	A desire to see the seawall profile minimised to maintain the maximum beach area.	EHEA	The LUDP establishes the types of curved seawalls that will be used using the curved stepped design. The number of curves will be dictated by the height differential between the existing road and the beach.  Details in each section will be confirmed at BSUDP stage, within those parameters.
<b>A clear system of wayfinding signage in addition to architectural signage</b>	Shared Path	Project-wide	A suggestion that clear directional signage be developed alongside more architectural signage to best help path users navigate the area	Community Board	The approach to wayfinding and interpretation will facilitate safe, easy connections and serve to educate and connect people with the dynamic and layered coastal and cultural landscape.
<b>Use of Māori name Okiwi-iti</b>	Bay-specific features	Windy Point	Suggestion of using Okiwi-iti instead of "Windy Point"	Residents Assns	This suggestion will be adopted
<b>Sorrento Bay bird area screening</b>	Bay-specific features Ecology	Point Howard	Suggestion that the screens at the Sorrento Bay bird protection area would be unpopular with residents	Residents Assns	The bird protection area and screening are specifically required by the consent conditions. The ex
<b>Use of Groyne for beach retention</b>	Beaches	Project-wide	Suggestion of adding rocky or concrete groyne like structures	Residents Assns EHEA	This is not contemplated within the consent therefore will not be considered within the scope of the project.

Topic Title	Themes	Area	Particulars of feedback	Raised by	Project team response
<b>Bus stops adequate shelter</b>	Bus stops	Project-wide	Desire to see bus stops that provide shelter from conditions of Eastern Bays, e.g. prevent waves entering at ground level, deep enough to provide shelter from road splash	Residents Assns	As per the conditions bus shelters shall enhance safety and convenience and be fit for purpose to appropriately protect public transport users from the coastal elements.  Details of each bus stop within the LUDP framework will be developed at the BSUDP stage.
<b>Bus stops maintenance and materials used</b>	Bus stops	Project-wide	Suggestion that bus shelters not use too much glass, other materials not suited to coastal environment.	Residents Assns	The design of bus shelters will be fit for purpose in this coastal environment including robust material considerations. CPTED safety considerations will be considered alongside material choices. Glass maybe appropriate in some instances to maintain clear sightlines.  Details of each bus stop within the LUDP framework will be developed at the BSUDP stage.
<b>Bus stops raised curbs</b>	Bus stops	Project-wide	Suggestion to use raised curbs to warn path users of the approach to a bus stop	EHEA	The bus stops are intended to use raised curbs to help bus users step up on to the bus. Bus stops will be designed in accordance with universal accessibility principles (such as, but not limited to, wheelchair friendly ramps and tactile pavers)  Path markings will be used to help signal to path users that a bus stop is approaching.
<b>Bus stops path curves</b>	Bus stops	Project-wide	Suggestion that where the shared path passes behind bus stops that the path follow a tight curve to reduce beach encroachment and encourage slowing.	EHEA	Bus shelters shall enhance safety and convenience, and minimise risk, for all users of the Shared Pathway. As such their spatial design and placement requires careful consideration.  Details of each bus stop and their surrounds will be developed at the BSUDP stage.

Topic Title	Themes	Area	Particulars of feedback	Raised by	Project team response
<b>Step locations Windy point section</b>	Bay-specific features	Windy Point	Detailed suggestions from local residents representatives about where the steps should be located.	Residents Assns	Details of the beach access points (steps) will be developed at the BSUDP stage.
<b>Parking on the path</b>	Shared Path	Project-wide	Concerns about people parking cars on the shared path lead to suggestions that the kerb or barriers at the edge of the path need to prevent parking	Residents Assns	Durable separators will be used to separate the shared path from the road and its users. Safety considerations will need to be made to prohibit vehicles from parking on or accessing the shared path.  Such safety details will be developed further in the BSUDP stages.
<b>Path / road barrier</b>	Shared Path	Project-wide	Suggestion of a smaller barrier or nib between the shared path and the road to preserve space.	Residents Assns	Durable separators will be used to separate the shared path from the road and its users. Preserving space within the path would be advantageous for users and will be developed further in the BSUDP, alongside prohibiting vehicles from parking on or accessing the shared path.
<b>Maintenance</b>	Shared path	Project-wide	Concerns about both the maintainability and maintenance plan of the shared path	Residents Assns	The path will be designed to ensure passage of a small street/path sweeper for ease of sweeping. Other maintenance considerations will be incorporated including debris impacts from wave-thrown material.  The maintenance plan will be developed by Hutt City Council.
<b>Rubbish bins – number and location</b>	Street furniture	Project-wide	A view was expressed that the number and location of bins be carefully selected, minimising the number to encourage people to take rubbish with them.	Residents Assns Community Board	The location of bins will be developed at the BSUDP stages.  Bins will be located at areas where people are expected to congregate and placed sparingly.
<b>Rubbish bins - recycling</b>	Street furniture	Project-wide	A request that bins could include recycling-specific bins	Residents Assns	Recycling bins are unlikely to be used correctly undermining their purpose. This is unlikely to be progressed.

Topic Title	Themes	Area	Particulars of feedback	Raised by	Project team response
<b>Rubbish bins – dog waste bins</b>	Street furniture	Project-wide	A request to include specific dog waste bins	Residents Assns	Will be investigated alongside bin placements in the BSUDPs
<b>Rubbish bins – bin design</b>	Street furniture	Project-wide	Suggestion of bin designs suitable to the local conditions e.g. reducing wind loss of rubbish.  Suggestion of solar power compacting bins.	Residents Assns HCC Parks & Reserves	Bins should be designed and placed to minimise rubbish being blown out of internal bags in high winds and align with the Bird Protection Plan. Specific bin products to achieve this – such as solar power compacting bins will be determined through the BSUDPs
<b>Boat launching areas</b>	Beaches	Project-wide	Suggestion of ramps to enable boats to be taken down to beaches in the bays.	Residents Assns	Parallel boat ramps are proposed so as to minimise encroachment onto beaches and will be similar to existing ramps. The ramp size is to support smaller recreational boats such as kayaks and dinghies.
<b>York Bay bus stops pair</b>	Bus stops	York Bay	Request that the pair of bus stops be considered important when designing the new seaward side bus stop in this area.	Residents Assns	Details of each bus stop within the LUDP framework will be developed at the BSUDP stage.
<b>Alternative seawall structures</b>	Seawalls, revetments and barriers	Project-wide	Request to consider alternative seawall designs (e.g. gabion basket structure) to reduce wave splash and the effect of waves on beaches	Residents Assns	Alternative seawalls were considered in earlier phases and the consented design is based on the concrete seawall.  The curved seawall offers some benefits in deflecting small waves but it is acknowledged that they do not prevent large swells from overtopping Marine Drive.
<b>Whiorau Reserve – maintain path at southern end</b>	Shared path Ecology	Lowry Bay	The bird protection area plans appeared to show that the path to access the reserve at its southern end would be cut off by the protection area. Request that this be retained	Residents Assns Community Board	The plans will be tweaked to clarify that this path will remain.

Topic Title	Themes	Area	Particulars of feedback	Raised by	Project team response
<b>Traffic calming on Marine Drive</b>	Safety	Project-wide	Request that traffic calming be put on Marine Drive to slow vehicle traffic as part of a safer road and path.	Residents Assns	This is being considered by Hutt City Council as part of the speed review project. This is not part of the shared path project but will be progressed in parallel.
<b>Use of smart path technology e.g. sensors linked to digital signage or app</b>	Shared path	Project-wide	Suggestion of installing sensors on the path (e.g. wind meters or sensors to detect sea splashing) and linking these to smart signage or an app	Residents Assns Community Board	Installation of sensors along the path does not form part of the projects scope. Such interventions and services should be raised with HCC separately to determine best usage and necessity.
<b>Water fountains</b>	Street furniture	Project-wide	Suggestion of installing water fountains at key locations along the shared path	Residents Assns	Water fountains can be investigated as part of the BSUDPs for use in key locations and would be subject to location of existing services.
<b>Lighting</b>	Shared path	Project-wide	Question about the adequacy of lighting and whether there should be lighting added specific to the shared path	Residents Assns	There is no plan to add lighting as a part of the shared path project as existing road lighting.
<b>Ongoing beach nourishment</b>	Beaches	Project-wide	Suggestion that beaches will need ongoing renourishment.	EHEA	The consent and funding for the project includes the one-off nourishment associated with the project delivery period.  Ongoing nourishment, if needed will need to be continued as a separate initiative.

