

STAKEHOLDER ENGAGEMENT AND CONSULTATION
REPORT

EASTERN BAYS SHARED PATH

PREPARED FOR HUTT CITY COUNCIL

April 2019



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Hutt City Council

Eastern Bays Shared Path – Stakeholder Engagement and Consultation Report

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1. Introduction

1.1 Purpose

Stakeholder engagement and consultation is a key component of the Eastern Bays Shared Path Project (the "Project"). The Stakeholder Engagement and Consultation Report (SECR) outlines the stakeholder engagement and consultation undertaken in the development of the Project. It collates the stakeholder engagement undertaken throughout the Project, with a focus on activities from 2016 onwards. Stakeholder engagement follows the principles of IAP2¹, as shown in Appendix A of this report.

Consultation can be a valuable source of information, particularly in identifying and assessing potential adverse effects and can also contribute to good project development and design.

While the Resource Management Act (RMA) does not require consultation prior to lodging applications for resource consents, it is generally considered good practice to do so. The Fourth Schedule (Clause 1(h)) of the RMA states that, if there has been consultation, an Assessment of Environmental Effects (AEE) should include a statement that identifies those persons interested in or affected by the proposal, details of any consultation undertaken, and any response to the views of those consulted.

1.2 Engagement Principles

Public engagement requires a genuine commitment to communicate effectively with individuals and groups, and it is fundamental to the success of a project. When done well, it can improve both the quality of the Project and the level of community buy-in to it.

This project is based on the following engagement principles:

- A commitment to open and honest communications with stakeholders and the wider community,
- Engagement is a genuine dialogue about a proposal not yet finalised,
- Provide regular and relevant information on the Project to inform affected parties and the wider community, and minimise the risk of misinformation,
- Allow sufficient time for engagement,
- Provide opportunities for feedback,
- Take into account the views received in the feedback,
- Work to resolve any issues raised by stakeholders or members of the wider public in a proactive, timely and appropriate manner and
- An engagement approach that is flexible and adaptable to meet changing needs.

1.3 Stakeholder Engagement Plan

At the start of the Project, a Stakeholder Engagement Plan was developed (see Appendix B of this report). It identified the stakeholders, their level of interest and how they would be engaged throughout the Project. It also set out the purpose and objectives for engagement. It was developed as a "living document" with the intention that it would be updated as needed. It provided a framework to ensure that consultation was carried out effectively, in accordance with all statutory requirements and good practice guidelines, and most importantly, to ensure that all persons potentially affected by or interested in the resource consent applications would have an opportunity to become actively and effectively involved in the process.

¹ International Association for Public Participation (IAP2). IAP2's Public Participation Spectrum is designed to assist with the selection of the level of participation that defines the public's role in any community engagement program. The Spectrum show that differing levels of participation are legitimate depending on the goals, time frames, resources and levels of concern in the decision to be made. This project falls under the 'consultation' type of engagement. <https://www.iap2.org.au/About-Us/About-IAP2-Australasia-/Spectrum>

1.4 Business Case Consultation

The Eastern Bays Shared Path Indicative Business Case (IBC) developed options for a shared path that considered a variety of options that limited the lengths of replacement of the existing seawalls. The options were developed and assessed to identify one or two options that required further consideration in a Detailed Business Case (DBC) which was developed further in the consenting stage. Appendix C of this report discusses this in detail.

2. Tangata Whenua and other Māori Interests

2.1 Tangata Whenua

The iwi authorities that have an interest in this application include the two with statutory acknowledgments, Port Nicholson Block Settlement Trust and Te Runanga o Ngati Toa, along with the Wellington Tenth Trust as an iwi authority and Te Atiawa ki te Upoko o te Ika a Maui Potiki Trust as a mandated iwi authority for fisheries.

Port Nicholson Block Settlement Trust and the Wellington Tenth Trust recommend that an archaeological site examination is not required for this site with respect to traditional Māori archaeology. The Trusts recommend that an accidental discovery protocol for this development is required and a draft of that protocol is in the Cultural Impact Assessment (Appendix H in the AEE) to cover the eventuality that Māori cultural material or archaeological materials are found in the Project area. The Trusts recommend that they be consulted over a suitable element in the development that gives recognition of the Māori connection with this site (e.g. signage and 'story boards').

An updated Cultural Impact Report (CIA, May 2018) was commissioned of Raukura Consultants to reflect the later changes in the preliminary design. No further issues were raised since the first CIA and because both Taranaki Whānui (Port Nicholson Trust Block) and Ngati Toa had agreed in principle with the contents of the initial CIA. Following the introduction of beach nourishment to the proposal, Raukura Consultants concluded that it was not necessary to update the CIA to reflect the change.

Both Taranaki Whānui and Ngati Toa have been supportive of the Project. A copy of the draft application will be forwarded to them prior to the application being lodged to give them some lead time to prepare comments during the consent processing stage, given their limited amount of staff resources.

2.2 Notification under MACA

The Marine and Coastal Area (Takutai Moana) Act 2011 (MACA) deals with Māori customary rights in the coastal marine area. Under s62(2) and 62(3) of MACA, before a person may lodge an application that relates to a right conferred by a customary marine title order or agreement, that person must notify the applicant group about the application and seek the views of the group on the application.

The applicants are listed in the CIA (Appendix H in the AEE) and include the following:

1. CIV-2017-404-538 Rihari Dargaville for NZ Maori Council – Groups A – S
2. CIV-2017-485-512 Cletus Manu Paul – Groups A – U
3. CIV-2017-485-221 Ngati Kahungunu ki Wairarapa Tamaki Nui a Rua Settlement Trust - Group M
4. CIV-2017-485-259 Ngati Hinewaka me ona Karangaranga Trust – Group M
5. CIV-2017-485-261 Muaupoko Tribal Authority – Group N
6. CIV-2017-485-211 Tupoki Takarangi Trust for Parangarahu 2B1 and 2C owners – Group N
7. CIV-2017-485-254 C Henare for Te Patutokotoko – Group N

Direct Engagement Applicant:

8. MAC-01-11-14 Te Atiawa ki te Upoko o te Ika a Maui Pōkiti Trust
9. MAC-01-09-09 Ngati Toa Rangatira

The applicants have been notified and their views have been sought (see copies of correspondence in Appendix C of this report).

3. Stakeholders

3.1 Department of Conservation

The Department of Conservation (DoC) is a key stakeholder for the Project given the important statutory roles of the Minister and Director-General of Conservation in the coastal marine area. DoC has been consulted and indicated the key issues they have are effects on avifauna, the CMA and freshwater fish passage. In terms of the effect on avifauna, they requested that a site map with identified nest sites be overlaid, so as to understand what works are proposed at each of the sites. The locations of the nests have been identified through their chainages in the Avifauna and Vegetation Assessment (Appendix C of the AEE).

DoC was represented at the site visit held on 25 July 2018 and concern was raised about the potential disturbance to a penguin nest at Point Howard as a result of the location of the shared path between the rock outcrop and the foreshore. These issues have been addressed in the assessments appended in the AEE document, with particular focus in the Vegetation and Avifauna Assessment (see Appendix C of AEE), AEE for Intertidal Ecology (see Appendix A of AEE) and Freshwater Fish Passage Requirements (see Appendix B of AEE). Correspondence with DoC is provided in Appendix D of this report.

3.2 Greater Wellington Regional Council

Greater Wellington Regional Council (GWRC) is a key stakeholder for the Project in terms of managing any development within the coastal marine area, and as the consent authority under the RMA 1991, for any works that may occur in the coastal marine area. A number of meetings have been held with officers at GWRC (including their Hazards Advisor) to inform them of the Project and to update them on progress. Site visits with some of the officers were also held in July 2018. A list of meetings and engagement with GWRC is provided in Appendix D of this report. Since this list was prepared, a pre-lodgement meeting was held with officers of GWRC and Hutt City Council (HCC) (29 March 2019) to confirm logistics on the lodgement and notification process.

3.3 Hutt City Council

Notwithstanding the fact that HCC is the applicant, it is important to recognise that the responsibilities of HCC under the Local Government Act (LGA), include:

- Road controlling authority
- Consent authority
- Community well-being and development
- Environmental health and safety (including building control, civil defence, and environmental health matters)
- Infrastructure (roading and transport, sewerage, water/stormwater)
- Recreation and culture
- Resource management, including land use planning and development control under the RMA

HCC own and manages:

- All reserves
- All roads and footpaths
- All structures in the CMA, including steps and ramps
- Various buildings and infrastructure (i.e. pipes, street lights), including those administered by various utility companies

The proposed Project is mainly located within the road reserve, but it also traverses (or partly traverses) a number of reserves, the main one being the Whiorau/Lowry Bay Reserve. While the shared path runs through the reserve largely following an existing internal track, the only works will involve minor widening of the track requiring minor earthworks, including removal of surface soil. HCC Parks and Reserves have been

included in discussions on the Project and further details will be confirmed during the detailed design stage.

Discussions have been held with HCC Manager Sustainability and Resilience Jörn Scherzer. Mr Scherzer is tasked with the development of a Lower Hutt Climate and Resilience Plan (CRP) to identify relevant objectives and prioritised community-focused actions, to assist in reducing greenhouse gas emissions in line with the proposed New Zealand net Zero by 2050 target. In terms of Mr Scherzer's team's work in the resilience/sea level rise space, the team are currently scoping the development of a climate and resilience plan and are looking to go to Council with the draft scope of works by the middle of 2019. In terms of the work for a coastal adaptation strategy (ie how to respond to sea level rise), akin to the work done in Hawkes Bay, the team are looking to go to Council in approximately April 2019 with a proposal for how HCC would undertake the work and associated costs. Actual work, including community consultation, would not commence until later 2019.

3.4 New Zealand Transport Agency

The New Zealand Transport Agency (NZTA) is a Crown Entity that owns and manages the State Highway system. Under the Land Transport Management Act, NZTA has the following responsibilities pertaining to the Project:

- Promoting an affordable, integrated, safe, responsive and sustainable land transport system
- Managing the allocation of funding to transport activities

In August 2014, the previous government announced the \$100 million Urban Cycleways Fund (UCF). This led to the \$333 million Urban Cycleways Programme (UCP) being implemented from late 2014 to June 2018. The programme, managed by NZTA, provides increased investment to accelerate the delivery of cycling networks in main urban centres, and incentivises partners to increase their investment in cycling and walking projects. The Project is one of the Lower Hutt Urban Cycleway projects partly funded from the UCF.

The Project has been investigated by using a Business Case Approach (BCA) and both an Indicative Business Case (IBC) and Detailed Business Case (DBC) have been prepared. The BCA follows the guidelines set up by NZTA. HCC has met with NZTA on a number of occasions as part of the funding negotiations and funds have been allocated for the proposed Project, having met the necessary criteria. From an RMA perspective, NZTA are not an affected party and have been included as a stakeholder for completeness.

3.5 CentrePort

CentrePort is a Port Company under the Port Companies Act 1988, under which it has statutory obligations to operate as a successful commercial business. CentrePort owns and manages the Seaview Port at Point Howard. To ensure public safety and accommodate national and international ship berthing needs, public access is restricted to the majority of the port areas, including along the coastal marine area and foreshore (predominantly heavily modified by wharves, ship loading facilities and cargo storage facilities).

CentrePort is a stakeholder for the Project given that uninterrupted access to the terminal wharf at Seaview (from Marine Drive at Point Howard) especially during the construction of the shared path will be important. An upgrade to the wharf infrastructure is underway and knowing where the underground services are located is critical. The shared path also traverses a small parcel of land at the start of the Project belonging to the port at Point Howard. The land is an existing carpark where surface works are proposed. No replacement of seawalls will be undertaken along this section.

Further discussion will be undertaken with CentrePort during the detailed design and construction stages. A suggested condition in the application will ensure that consultation is undertaken and there is an agreement on the access arrangements during construction. Written approval from CentrePort is being sought.

4. Community Consultation

Consultation with the local community started in November 2016 when the project team sought views from members of the public at a community open day. The resident's associations for the respective bays were actively involved in meetings during the August 2017 consultation and have continued to be involved in an informal manner through one on one meetings, phone calls and emails. This consultation, which formed part of the DBC stage, is documented in the DBC Consultation Report, September 2017 (Appendix E of this report).

An important component of the community consultation was the close collaboration with members of the Eastbourne Community Board, Virginia Horrocks (Chairperson) and Derek Wilshere (past member). Their local knowledge of issues and the contacts that they have in the community were invaluable. They were instrumental in setting up the meetings, led the various bay meetings and provided support throughout the process. A number of other elected community members also attended the various community meetings.

While Virginia Horrox and Derek Wilshere were the main links between the project team and the local communities, they also worked closely with the technical team tasked with preparing the design of the shared path and have provided an in depth local perspective on aspects of the facility.

4.1 Bay by Bay Consultation

The Eastbourne Community Survey (2014) revealed that the top two issues for residents are completion of the Eastern Bays walk/cycleway (which relies on construction of the seawall) and climate change (and extreme weather events). Consultation specifically on a planned cycleway has been ongoing since 2016. GHD undertook consultation early in 2016 mainly with iwi and then further public engagement was undertaken by MWH/Stantec at the end of 2016. The proposal was refined during the early part of 2017 and a series of community meetings were held in August 2017 to obtain input from the community on the two path width options (2.5 metres and 3.5 metres).

Feedback on seawall options and treatments for more sensitive areas around beaches was also sought. The consultation process adopted a 'bay-by-bay' approach, with dedicated sessions for individual bays, focussing on the key issues faced by each bay along the corridor. A detailed description of the community consultation process, results and feedback is provided in Appendix E of this report.

The Project team specifically sought a clear direction on the following design aspects:

- Wall type
- Path width
- Barrier
- Beach access
- Trees
- Bus stops

A summary of preferred design responses for each bay is provided in **Table 4-1**.

Table 4-1: Preferred response for each Eastern Bay community

Bay	Wall Type	Path width	Barrier	Beach Access	Trees	Bus stops	Other
Point Howard/ Sorrento Bay	No preference	2.5m at beach 3.5 non-beach area	Bollards	Retain access, but improve ramp gradient	n/a	No change	Path between beach and car parks
Lowry/ Whiorau Bay	Dwarf mass concrete preferred Support revetment	2.5m at beach 3.5 non-beach area		Retain access and place additional accesses to align with adjoining roads	n/a	No change	Build asap
York Bay	Double curve north of bus stop Single curve or dwarf wall to the south	2.5m or less Widening to remain with footprint of existing wall		Dwarf wall may improve beach access	Conflicting views on Atkinson tree. Project preference to lose tree rather than encroach	Can be moved	Boat ramp can be moved Urban design important Uncertainty of groyne benefits

Bay	Wall Type	Path width	Barrier	Beach Access	Trees	Bus stops	Other
					further onto beach		
Mahina/ Sunshine Bay	Support for proposed wall (double or single curve)	2.5 m	Can remove crash barrier	Retain access	Retain	Support moving shelter, but for structure to be reused	
Days Bay/ Windy Point	Curved wall preferred	No preference	Prefer no fence or barrier	Retain ramp/slipway for penguin access	n/a	n/a	

Many of the issues raised through the feedback process were taken on board and incorporated into the preliminary design. Similarly, the vast majority of the 'bay by bay' feedback received has been included in the design. Some of the main design features that have been included in the design in response to feedback, are:

- Accessways have been retained where possible, and new access steps have been proposed at regular intervals to ensure that the community has convenient access to the beaches and rocky foreshore.
- The ramps will have a 1:8 gradient to improve access to the beach.
- The shared path has incorporated varying widths (2.5m and 3.5m) so that there is a narrowing along beaches to reduce the amount of widening into the beach environment, thereby trying to retain as much of the foreshore as possible.
- Following consultation, the 'dwarf mass concrete' treatment was replaced by a single curved seawall to create a consistent profile to that of all other curved seawalls.

4.2 Further Follow Up Engagement

Since September 2017, there has been further engagement with residents and representatives of the resident's associations to refine the design. This engagement is summarised in the following sections. Additionally, Appendix D of this report contains the records of correspondence which have been undertaken with the various stakeholders.

It is noted and recognized that it is unlikely with a project of this nature in such a constrained location to achieve a complete consensus from the community. However, there is a clear commitment by the HCC and the project team to maintain the high levels of engagement and community involvement through the detailed design process to ensure a high-quality outcome that satisfies the community's requirements.

4.2.1 Lowry Bay

Further engagement was undertaken with representatives from the Lowry/Whiorau Bay community, in particular around the proposed revetment at the northern end of the bay in response to concerns around coastal hazards and flooding of Marine Drive. The worst wave action occurs either side of the northern boat shed (chainage 1150 on Preliminary Design Plan (C223 & C224)). The overtopping hazard at these locations is particularly damaging for a number of reasons:

- The lower road elevation along this section
- The shape of the existing seawall (an old-style curve) which is a very poor design and promotes overtopping
- The narrow shoulder width (<1m)
- The placement of revetment and access to the beach

Earlier designs showed a 9m wide revetment structure at the northern section of Lowry Bay to reduce the wave topping in that area (Revision H). This proposal was shared with the residents fronting onto this

section of Lowry Bay with mixed responses (letter to residents provided in Appendix D of this report). There was limited support for revetment due to the visual effects and the perceived difficulty accessing the water over the rocks (particularly for kayaks). Following further investigations, it was found that the revetment would encroach onto the subtidal areas, and after concerns raised by GWRC², it was decided to remove the proposed revetment along this section to avoid encroachment on the subtidal areas. The design plans were amended to reflect these changes (Revision J, which forms part of the application).

4.2.2 York Bay

Residents in York Bay raised concerns around the widening of the shared path into the beach area and questioned whether the road could be reallocated to accommodate the shared path within the existing corridor. Discussions were held with local residents to try and find a solution that would be acceptable to the majority. This included the reallocation of the carriageway to reduce the widening onto the beach and the relocation of Atkinson Tree. The consultants investigated a number of options and have proposed an "Option 1A" which has been included into the application to be taken through the consenting process. Option 1A achieved 0.5 to 1.0 m of landward space, thereby resulting in avoiding 0.5-1.0 m of widening onto the beach.

4.3 Beach Nourishment

Bay communities raised questions around the need for beach nourishment during the September 2017 meetings. At the time there were no proposals for beach nourishment, but subsequent assessments were carried out on recreation and the use of beaches. Beach nourishment is now proposed at Point Howard, Lowry Bay and York Bay, as a result of mitigating the effects of loss of beach amenity (see Appendix K of the AEE). Beach nourishment also has the benefit of protecting the beaches from coastal erosion. No further consultation has been done on beach nourishment with the bay communities, but they will have the opportunity of commenting as part of the submission stage of the consenting process.

4.4 Little Penguin Survey

Two little penguin surveys by a team representing the Eastern Bays Penguin Group and the Kaikoura Ocean Research Institute using a penguin detection dog certified by the Department of Conservation (DOC) were undertaken in October 2016 and October 2017, in part to provide baseline information for this study. Members of the project team, in conjunction with two members of the Eastbourne Community Board, arranged for landowner access consent for the 2017 penguin survey, inland of Marine Drive. This also gave members of the community an opportunity to share their experiences and knowledge about penguins in the area. The majority of residents were supportive of the initiative and would like to see ongoing protection of penguins in the area.

There was a lot of interest in the penguin survey from the community with good publicity. The detection team also visited a local school to speak about how the survey was conducted. This was also a good opportunity to update the community on the progress of the project. See **Figure 4-1** on publicity of this survey.

² Site visits and follow up comments, July/August 2018.

Eastbourne penguin survey turns up more little blues than last year

MATTHEW TSO
Last updated 12:49, October 20 2017



MATTHEW TSO/STUFF

Alastair Judkins and his penguin detector dog Mena have been searching for little blue penguins in Eastbourne.

Source: *Dominium Post* <https://www.stuff.co.nz/environment/98064900/Eastbourne-penguin-survey-turns-up-more-little-blues-than-last-year>

Figure 4-1: Article on penguin survey

5. Private Land Owners

The shared path runs through a parcel of land in Mahina Bay belonging to James Robert and Janette Thomas. This land is located on the seaward side of Marine Drive opposite No. 427 where the Thomas' reside. There was email correspondence between HCC and the Thomas' regarding the Project and a meeting was held with them on 27 April 2018. The Thomas' are supportive of the proposal and indicated that they would like to have the parking spaces retained on their land. They also requested that steps be provided to provide access to the beach. This has been accommodated in the design, as shown in **Figure 5-1**. Written approval from Thomas' is being sought.



Figure 5-1: Plan of proposals on Thomas' land

6. Public Engagement Channels

To ensure broad community participation, the team used a range of channels to inform the public about the engagement and provide information on the proposed plans for the Project.

6.1 Media Releases

Media releases were issued in the Eastbourne Herald in the May and July 2017 issues to make the public aware of updated progress and to inform them of the upcoming meetings where the project team would be asking for feedback. The Herald has a circulation of 2,500 local households. A copy of these media releases is provided in Appendix B of this report.

6.2 Hutt City Council Communications

HCC used their website (<http://www.huttcity.govt.nz/Your-Council/Projects/cycleways-and-shared-paths/eastern-bays-shared-path/>) to announce the engagement of upcoming meetings (date and location), and kept the communities informed with any major progress or updates. The website provided an electronic feedback form for users to fill in their views on the options for the proposed path between 7-31 August. During this engagement period, 24 responses were submitted via the HCC Website. Neighbourly and Facebook were also used to promote the community events.

7. Conclusion

The consultation undertaken to date has been in accordance with the Consultation Plan. It has furthered the intention of information exchange and the building of relationships. Ongoing feedback from the community has informed the design process and will continue to do so as designs progress and the project continues into the consenting phase and assessment of environmental effects.

Appendices




Appendix A IAP2 Public Participation Spectrum

IAP2'S PUBLIC PARTICIPATION SPECTRUM



The IAP2 Federation has developed the Spectrum to help groups define the public's role in any public participation process. The IAP2 Spectrum is quickly becoming an international standard.

		INCREASING IMPACT ON THE DECISION 				
		INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL		To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
	PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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Appendix B Stakeholder Engagement Plan

STAKEHOLDER ENGAGEMENT PLAN EASTERN BAYS SHARED PATH

Prepared for Hutt City Council

September 2016



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Hutt City Council

Eastern Bays Shared Path

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1 Purpose of this Plan

The Eastern Bays Shared Path Stakeholder Engagement Plan (the plan) sets out, and records, the stakeholder and community engagement activities planned for the Eastern Bays Shared Path Indicative Business Case (the project).

This plan identifies who the stakeholders are; their level of interest and how and when they will be engaged throughout the project. In addition, it sets out the purpose and objectives for engagement.

The plan is a living document and should be reviewed regularly and changes made as the project progresses.

2 Project Background

The completion of an Eastern Bays Shared Path has been included in past Hutt City Council strategies and is a key project in providing a safe and integrated network for commuting and recreational purposes under the current strategy “Walk and Cycle the Hutt 2014 – 2019”. The project is considered part of the Great Harbour Way/Te Aranui o Pōneke which is a walking and cycling route around Te Whanganui-a-tara, the harbour of Wellington from Fitzroy Bay in the east to Sinclair Head in the west.

Initial designs for a shared path were dependant on the replacement of existing seawalls with a modern fit for purpose structure which is more effective at reflecting wave energy, thus reducing potential overtopping during storm events. This design allowed for the provision of a shared path on top of the structure.

Recent seawall structural assessments have indicated that complete replacements are not economically justified with many sections still having over 20 years residual life. Several sections however are considered to have less than 5 years and will be programmed for replacement to a modern fit for purpose structure.

The Eastern Bays Shared Path Indicative Business Case (IBC) will develop options for a shared path connection that is not dependent on the complete continuous replacement of the existing seawalls. It will develop options and filter these to identify a short list for more detailed assessment before identifying one or two options for further consideration as part of developing

the Detailed Business Case (DBC). The Hutt City Council needs sufficient technical information to enable robust decisions to be made and wishes to avoid unnecessary technical analysis which would be better suited to later phases of project development.

2.1 Project Objectives

The objectives for this project are to:

- Identify one or two options for further consideration in the DBC that will address the provision of a safe and continuous shared path.
- Secure NZ Transport Agency and key stakeholder endorsement of the preferred option(s) for further investigation.

2.2 Project Area

The IBC shall focus on investment that improves the safety for pedestrians and cyclists on Marine Drive between:

- Point Howard and the northern end of Days Bay
- The southern end of Days Bay (Windy Point) to Eastbourne (Muritai Road / Marine Parade intersection)

Marine Drive is a Minor District Distributor road which carries between 6,000 – 8,000 vehicles per day and is the only road access to the residential eastern bay suburbs. The road is located adjacent to the coastal environment which winds its way around several headlands and bays between Point Howard and Eastbourne with a posted speed of between 50kph to 70kph. Between Point Howard and Windy Point, except for Days Bay, there are very limited safe facilities for pedestrians while cyclists are expected to use the road shoulder, which is more often than not very narrow or non-existent, or vehicular lane. In certain limited short locations a shared path exists on the seaward side, these are predominantly in areas where new seawalls have been constructed therefore allowing provision of this facility.

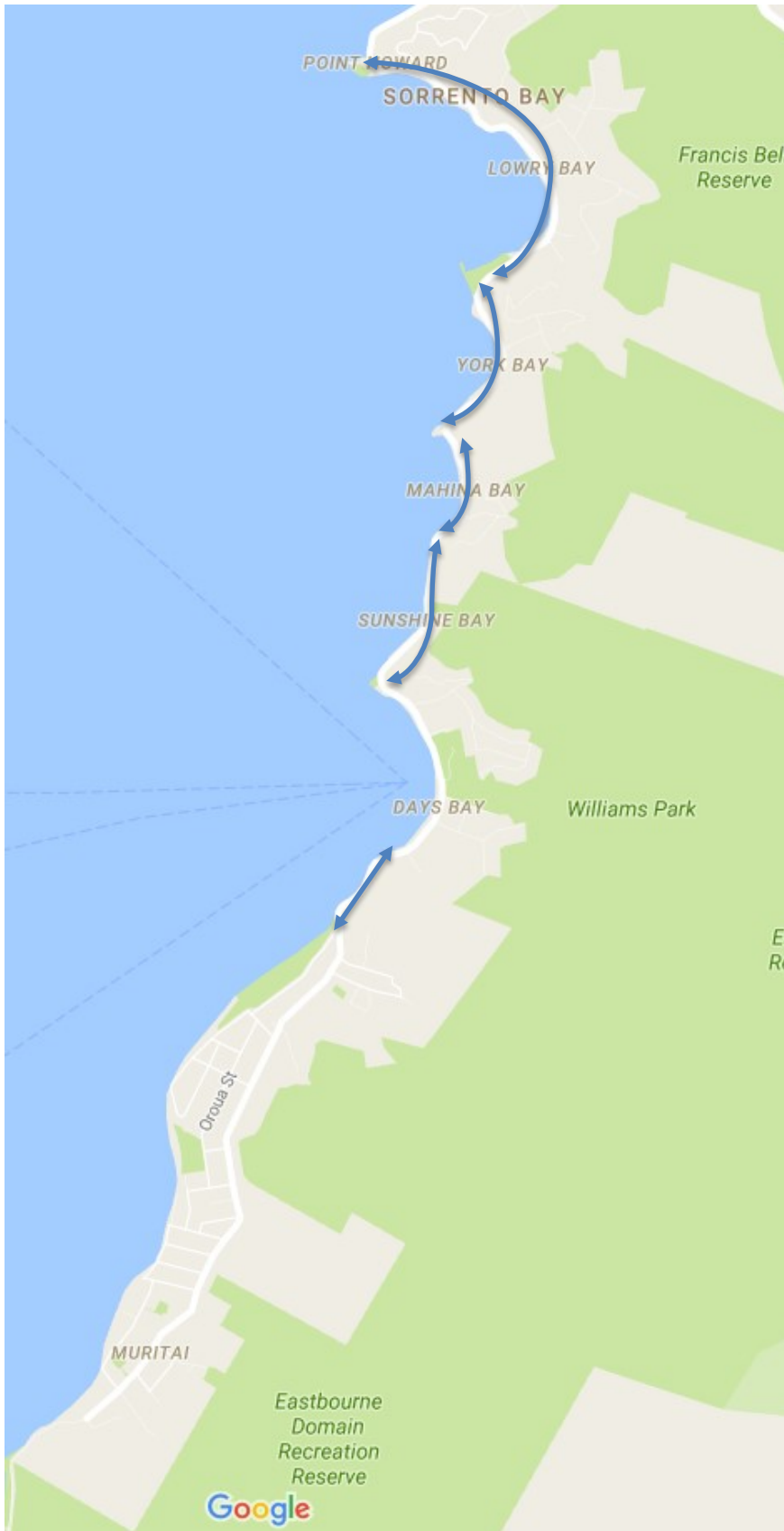
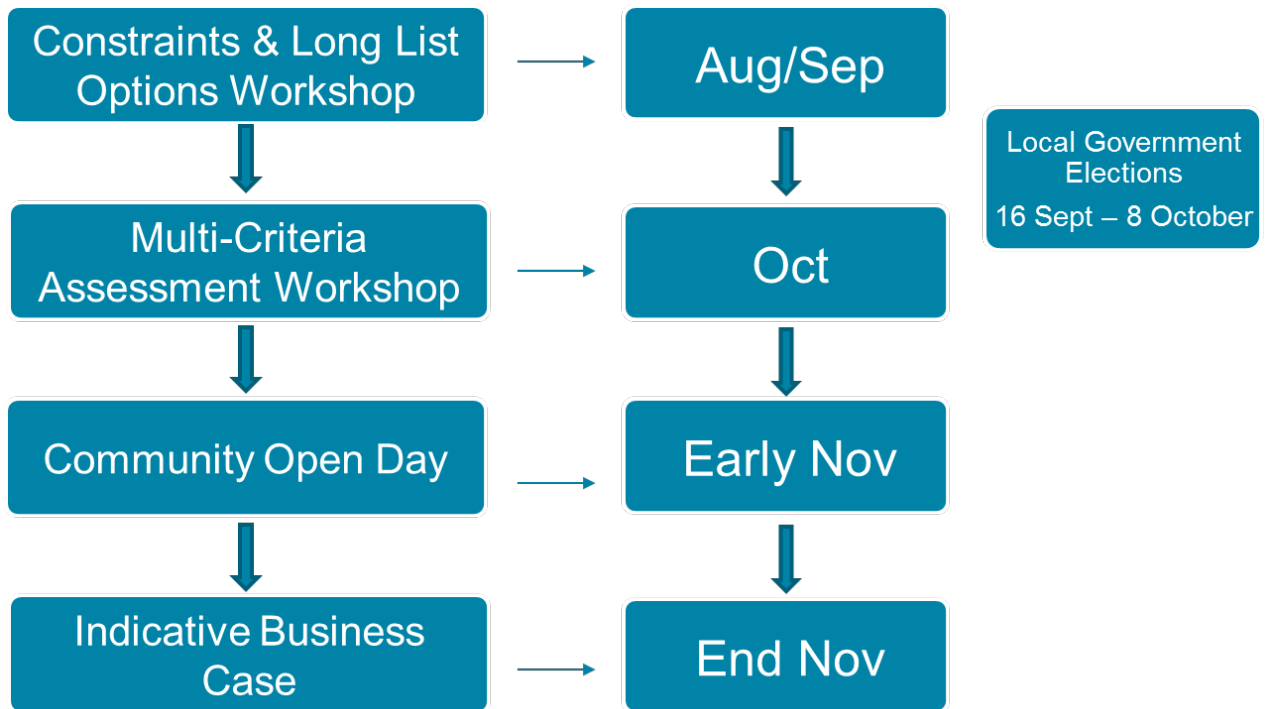


Figure 2-1: Map of the project area

Note – this map will be updated in the next revision of this plan

2.3 Project Timeline



2.4 Methodology

Initial Pre-workshop: The main Strategic Case work begins with a review of the problems – calling on the evidence we already have. A brief Investment Logic Mapping (ILM) exercise with Hutt City Council will consider the Strategic Case and draft the problem and benefit statements. It will involve the Hutt City Council and Investor Partners only.

Constraints & Long List Options Workshop: Site visit of the project area, constraints identification and problem definition. Discuss and confirm what has been seen on the visit and record any new constraints the group has identified. Then develop and discuss the problems and benefits and seek buy-in from all parties. Investment objectives (IO) will be developed purely from the problems and benefit statements to ensure that the IOs focus on the right areas. Development and agreement of a long list of potential options for the Eastern Bays path.

Multi-Criteria Assessment Workshop: A Multi-Criteria Analysis exercise with key stakeholders to reduce the long list down to a short list for more detailed assessment before identifying one or two options for further consideration as part of developing the Detailed Business Case (DBC).

Community Open Day: Invite local people and others with an interest in the project to view the options and provide feedback.

IBC: Preparing the IBC and feeding back outcomes and decisions to all those involved.

Note: Local Government Elections will take place during the course of this project and external engagement may be affected. Elected representatives will not be involved in the workshops, they will be informed of progress as necessary during stages of the project. Public events will not be fronted by elected members and they will not be quoted in the media. The HCC Returning Officer can answer any queries.

2.5 Previous Comments on the Eastern Bays Shared Path

2.5.1 Graeme McIndoe (1998) – Design Guide

This document was prepared with the Eastern Bays Marine Drive Steering Group (representatives from resident's groups and council officers) and looked at various design features to protect and contribute to the unique character of the area.

2.5.2 Via Strada (2012) – Marine Drive Separated Patch Safety Audit

The audit states that during the site visit two comments were made by 'locals' to the auditor:

“This is the best thing that happened along here”

“This is the most dangerous thing I have ever seen”.

This indicates the polarity that exists around the new separated shared path. It indicates a very emotive response to this new facility.

2.5.3 Eastbourne Community Survey (2014)

In 2014 the Eastbourne Community Board conducted a survey of Eastbourne and the Bays to gauge the wellbeing and satisfaction of the residents and to identify issues of importance to the community. A total of 624 local people responded to the survey (17% of residents 15 years and over). The most important issue identified was the completion of the Eastern Bays shared walk/cycle way. There were comments around the walk/cycle way being “unsafe” and while a high number of respondents currently use the walk way, people also stated that the current standard of the walk/cycle way deterred them from using it. The walk/cycle way was named as the one thing they would like to see in the Eastbourne and Bays area (81 people).

2.5.4 Walbran Transport Analysis (2015) – Shared Path Funding Application

The report references the community input from the Eastbourne Community Survey and focuses on the support the local community have to complete the path.

2.5.5 Walk and Cycle the Hutt (2014 – 2019)

Eastern Bays shared path is featured in the plan as a prioritised key route. The plan states: “Our principal aim is to encourage more people to cycle and walk more often and further, for commuting and recreational purposes. Engagement with the community clearly shows a desire for Council to increase the priority given to active travel and build new and improved facilities at a faster rate. Safety is cited as a major concern for most people.

Key factors identified in the plan are to provide travel choice, provide a connected network and to have safe and accessible walking and cycling options that are easy, convenient, attractive and pleasurable for all types of user.

Objectives include:

- Safe and integrated networks for commuting and recreational purposes
- High quality facilities for pedestrians and cyclists
- Safety and positive promotion – ‘it’s cool to walk or ride a bike’”

2.5.6 Hutt City Council Long-term Plan (2015)

Detailed in the LTP for cycling projects: The city-wide Cycle Network Development (The Beltway) will be accelerated with \$4.5 million allocated in the next four years, the Eastern Bays Shared Path has \$10 million allocated (2015 – 2021/22) and the Wainuiomata Hill Shared Path has \$5.5 million allocated (2015 – 2017). Community feedback is shown below:

	Support it		Do not support it		Don't mind either way		Unsure / Don't know	
Eastern Bays Shared Path	231	62%	66	18%	56	15%	22	6%
Acceleration of cycle network upgrade programme	257	70%	38	10%	58	16%	14	4%

2.5.7 GHD (2015 / 2016) Pre-application engagement

A Cultural Impact Assessment (CIA) for the application has been conducted and recommended that local Māori “are consulted over a suitable element in the development that gives recognition of the Māori connection with this site.” Port Nicholson Block Settlement Trust were

given the opportunity to comment on the CIA. Ngāti Toa are very interested in ecological outcomes and Waiwhetu Marae are very positive about the project overall.

Pre-application engagement has been conducted with Greater Wellington Regional Council and Resource Consent Planners at Hutt City Council.

3 Purpose of Engagement

The main purposes for engaging are to generate alternatives (stakeholders) and to understand reactions to options and proposals (community). Relationship building is a secondary purpose – we want to achieve better outcomes for the IBC. With each group of stakeholders, we will:

- Set out expectations
- Be clear and genuine about the appropriate level of engagement
- Let stakeholders know what they can and can't influence
- Close the loop with stakeholders to ensure they understand decisions and outcomes.

4 Engagement Objectives / Goals

Hutt City Council needs the stakeholder and public engagement to:

- Gather information that will allow relevant opportunities, constraints and risks to be identified and scoped
- Gather information on the values and priorities of key stakeholders and the community and expand on the reasons for their position
- Provide opportunities for key stakeholders to influence the direction of the investment proposal
- Strengthen existing relationships and maintain open and honest dialogue with key stakeholders and the community.

4.1 Significance and Engagement Policy

4.1.1 Significance

This project is not deemed as being of significance. The threshold and criteria in the policy are not triggered.

The matter has been signalled in the LTP and there have been a number of other consultations that have given the community an opportunity to give their views on the shared path.

4.1.2 Community Engagement Strategy (CES)

During this project, the principles as set out in the strategy will be followed:

INVOLVING – Hutt City Council will reach out to a wide range of people to have their say

- Accessible – The ways we engage are accessible – in terms of method, location, timing, information and communication
- Inclusive – Methods are inclusive of our community, including reaching out to those who are marginalised or seldom heard
- Appropriate – We will tailor our approach to the issues and circumstances, and the people we want to engage – engage in their way
- Proactive – Communities will be engaged as early as is possible and sensible

GENUINE – Hutt City Council will undertake meaningful, open engagement in good faith

- Transparent – We will be honest about the scope and purpose of engagement, how feedback is taken into account, and how it affects our business and decisions
- Necessary, useful and purposeful – The purpose of our engagement will be clear and take account of previous engagement and scope for genuine input into decision-making
- Integrity – We will engage honestly and respectfully with our communities and always in good faith Open minded – We will take on board what we learn from community engagement when doing our business, forming proposals and making decisions.

SUSTAINING – Hutt City Council will foster long term beneficial connections with our community

- Build relationships and trust – Our engagement will foster longer term links and trust between Council and the community
- Responsive – Council will always respond to community engagement, including letting residents and ratepayers that engage with Council know what is decided and why
- Respectful – Council will be respectful to our community before, throughout and following community engagement
- Mutually beneficial – Communities will feel their engagement with Council is worthwhile.

4.2 Level of Engagement

The framework that will be used for the engagement activities for this project is the IAP2 Public Participation Spectrum (see Appendix C). This involves assessing and communicating with stakeholders and the public to the appropriate level of engagement:

- **Inform** – To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions. Promise to the stakeholder ‘We will keep you informed’.
- **Consult** – To obtain public feedback on analysis, alternatives and/or decisions. Promise to the stakeholder ‘We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influences the decision. We will seek your feedback on drafts and proposals’.
- **Involve** – To work directly with the public throughout the process to ensure the public concerns and aspirations are consistently understood and considered. Promise to the stakeholder ‘We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision’.

When conducting engagement, Hutt City Council identifies five main types of community engagement. These are:

- **Information** – Supports all types of community engagement and keeps people informed about such things as decisions, services and local events.
- **Consultation** – Can be used when there is a decision to make about something or when there are a number of choices about the details. Most of the proposals Hutt City Council considers involve consultation.
- **Deciding together** – Local people are involved in deciding which option to choose, but it is Hutt City Council that will act on the decision.
- **Acting together** – Decisions and implementation are made in partnership between local people or agencies and Hutt City Council.
- **Supporting community initiatives** – Independent groups are empowered to develop and carry out their own plans. Council’s role is primarily supportive or facilitative.

The IAP2 levels of engagement have been applied to the identified stakeholders and interested parties – see Table 5.1 below. This project falls under the ‘**consultation**’ type of engagement.

5 Target Audiences and Channels

5.1 Groups to be engaged

Stakeholder engagement runs throughout the IBC. There are three groups to consider:

1. Investor Partners – Greater Wellington Regional Council, Hutt City Council, the NZ Transport Agency and the Urban Cycleway Fund (this group will be key to the project's success)
2. Key Stakeholders – i.e. Government departments; local iwi; key community groups
3. Public/Community.

As mentioned above elected members will be kept informed at various stages, but within the limits of the Local Government Elections that will be taking place during the course of this project.

5.2 Methods of Engagement

A variety of channels will be used a various parts of the project to engage those identified:

Workshops

As set out in section 2.4 Methodology, there will be two main workshops with investor partners and key stakeholder representatives. Council staff will be involved in selecting the members of those to be invited.

Community Board Memo

Provide an updates via memo. Invite representatives along to the workshops.

Existing Community Meetings

Provide an update:

- Hutt Cycle Network <https://can.org.nz/hutt> - meeting on second Thursday of the month.
- Eastern Bays Consultation Group (note: Hutt Cycle Network members also sit on this group) - Monday 5 September (evening) or at their next meeting

Community open day

Invite the local community to view the short list of options and give feedback. This will also be an opportunity for the local community to gather information about the project. This open day will be held locally and will be supported by the project team. The team will be able to hear directly from the community about their ideas, issues and concerns.

It would occur in late October or early November and could be held at the local hall, the library or the school:

- Eastbourne Hall - 14 Tuatoru Street, Eastbourne (Main Hall – 50)
<http://www.huttcity.govt.nz/Services/Book-a-venue/Community-Halls/Eastbourne-Hall/>

- Eastbourne Library - 38 Rimu St, Eastbourne
<http://library.huttcity.govt.nz>
- Muritai School - Muritai Road, Eastbourne
<http://www.muritai.school.nz>

Newsletter

A project newsletter will be sent out prior to the community open day, explaining the project work, progress to date and inviting community members to the open day event.

Website

Hutt City Council's current consultation webpage will be used throughout the project to provide the latest information, detail upcoming opportunities, display consultation material and close the loop with interested parties.

Consultation Material

There will be a variety of consultation material developed, such as; key messages, presentation slides, FAQs and technical site drawings. This material will be used to support the consultation event, workshops meetings and can also be displayed on the website.

Media Releases

Work with the Hutt News and the Eastbourne Herald to advertise the open day. HCC publish an advertorial on the last Tuesday of the month (incl. content in Aug or Sept). HCC have a good relationship with the Eastbourne Herald, which is a well-read local newspaper. It is published the first weekend of the month (incl. content in Sept / Oct).

Table 5.1 identifies the stakeholder groups, the level of interest they have in the project and to what level they will be engaged and by what channels. A full list of organisations that make up the stakeholder groups, including contact names and details, is set out in Appendix A. This will be added to as the project progresses.

Table 5-1: Level of engagement with stakeholders and potential channels

Stakeholder	Level of Interest	Level of Engagement	Channels
Elected Representatives (Ward and Board);	High	Consult	Item on their meeting agenda; memos;; client email updates

Stakeholder	Level of Interest	Level of Engagement	Channels
Eastbourne Community Board			and copies of the media releases
Hutt City Council staff	High	Involve	Workshops
Steering Group	High	Involve	Representatives will be invited to the workshops
NZ Transport Agency	High	Involve	Workshops
Greater Wellington Regional Council	Medium	Involve	Workshops
Mana Whenua – Taranaki Whānui, represented by the Port Nicholson Block Settlement Trust	Medium	Consult	Face-to-Face meeting
Residents and businesses on affected streets	High	Consult	Newsletter; Open Day; Website
Interest groups – such as Hutt Cycle Network	High	Consult	Newsletter; Open Day; Website
Community groups – such as Eastern Community Committee; Eastern Bays Consultation Group	High	Consult	Newsletter; Open Day; Website
Local Schools	Medium	Consult	Newsletter; Open Day
Media	Medium	Inform	Media Release

6 Key Messages

Completing Eastern Bays Shared Path is a high priority for Hutt City Council. HCC want to provide a safe and connected network.

This path is important to the local community. Eastern Bays communities have highlighted the project as the most important issue in the area (Eastbourne Community Board Survey, 2014)

Initial designs for a shared path were dependent on the replacement of existing seawalls and a shared path on top of the structure. Not all the seawall needs replacing.

This project will develop options for a shared path connection that is not dependent on the complete continuous replacement of the existing seawalls. We will be holding key stakeholder workshops to identify options.

Options will be short listed and presented to the community. In October, we want to gather feedback from the public on these options.

The options will go through more detailed assessment before one or two options are identified for further consideration.

Hutt City Council will consider these preferred option(s) and are seeking to secure NZ Transport Agency endorsement and funding.

7 Engagement Programme

To be developed further as the programme progresses...

Table 7-1: Engagement Activities

Stakeholder	Activity	Tools	Messaging	Timing
Hutt City Council and Investor Partners	Initial Pre-workshop	Workshop	Review of the problems; looking at existing evidence;	Mid Aug
Key stakeholders		Memo	Project update; engagement approach	August
Invited key stakeholders	Constraints & Long List Options Workshop	Site Visit; Workshop	Development and agreement of a long list of potential options	Aug/Sept
Wider community		Newsletter; Media Release; Website	Background about the project; timings; how and when people can get involved	Oct
Invited key stakeholders	Multi-Criteria Assessment Workshop	Workshop	Short list options	Oct
Wider community		Open Day	View options; give feedback	Early Nov
Wider community	Closing the loop	Newsletter; Media Release; Website	Outcomes and decisions; what happens next; where to go for further information	November

7.1 Analysis of feedback

Feedback will be captured at the workshops and community open day and fed back to the project team. Comments and views received will be incorporated into the IBC and will also feature in a supporting consultation report. All interactions with stakeholders will be noted at a high level in the Engagement Register (Appendix B).

A copy of the consultation report will be made available on the council's website and will be communicated widely. A summary of 'we asked; you said; we did' will be prepared and sent to those who have been involved throughout the project to ensure we close the loop with interested parties.

8 Risks

The following identifies some potential engagement risks to the project. This table will need to be updated regularly as stakeholder issues and concerns are identified.

8.1 General:

Issue	Recommended mitigation
Identifying the correct stakeholders	Check with the internal engagement team at HCC and also invite the Eastbourne Community Board to comment on the stakeholders identified.
Emotive issue / topic	Make sure we are clear with the community about how their feedback will be used and that we have considered what has been said before.
Timeframes – providing stakeholders and the community with enough time to consider the plans and provide meaningful input	Keep the conversation open and promise to re-engage when the project enters the next stage.
Local Body elections	Elected members will not front public events or be quoted in the media. Staff at events will be briefed about electioneering.

8.2 Stakeholder Specific:

Stakeholder	Issue	Recommended mitigation
Elected Representatives	Electioneering, high jacking the community open day	Reminder elected representatives and prospective elected representatives that electioneering will not be part of the community open day.
Mana whenua	Mana whenua have requirements that are over and above what can be achieved by the project	Ongoing discussion with mana whenua on the project and how to address key concerns they may have – keep the conversation going for when the project enters the next stage.
Landowners	Concerns over their land being affected, or public areas in close proximity to their land	Open and transparent communication throughout – property purchase will not be part of the project.
Interest Groups	The views might be one-sided	Seek out the ‘quieter’ voice. Broad engagement.
Local Community	Fatigue, dis-interest in the project	Open and transparent communication; being clear about where the project is heading and not repeating consultation that has already happened.

9 Roles and Responsibilities

Stakeholder engagement

Project Manager, Simon Cager (HCC), will approve and be the ‘front face’ of all stakeholder engagement activities and the quoted officer in media releases. Simon will be supported by Phil Peet, Jamie Povall, Richard Peterson, Alma Andrews (HCC, Mana Whenua), Selina Simcox (HCC) and Jo Wilkins in the development of plans, messaging and materials.

Mana Whenua engagement

Kaitakawaenga Kaupapa Māori, Alma Andrews (HCC), will approve and be the contact officer for iwi engagement activities. Alma will be supported by Selina Simcox (HCC) and Jo Wilkins.

Media management

Selina Simcox at Hutt City Council will be the media contact for the project and identify a spokesperson as required. Selina Simcox will also retain a record of all media enquiries. Final sign off will be given by Simon Cager and the designated spokesperson.

Development of communication and engagement materials

Jo Wilkins will draft communication materials with inputs from the project team. These will be reviewed by Hutt City Council and designed by a HCC approved designer. Final sign-off will be given by Simon Cager.

Recording of engagement activities

It is the responsibility of each team member to take a record of any engagement activities, for example meeting minutes, and forward these to Jo so the engagement register (Appendix B) can be updated. Meeting notes, workshop outcomes and feedback from the community open day will be captured and noted in detail.

Reporting

Jo Wilkins will produce a monthly consultation report section (to be included in the consultant's monthly project report) detailing:

- All issues relating to public relations whether directly or indirectly drawn to the attention of the Consultant; and
- Engagement with key stakeholders, adjacent landowners, relevant Local Authorities and other interested and affected parties.

10 Evaluation

Following the engagement it is useful to note down any learnings:

- What went well?
- What did not work or was missing?
- What could be done differently next time?
- Any follow-up required

10.1 Measures of success

Hutt City Council will have identified one or two preferred options to take through to a further stage of investigation. These options will be agreeable to the key stakeholder and local community.

Key stakeholders and the community will have had opportunity to influence the decision and will feel listened to. Relationships will have been strengthened.

We will know we are successful when we have:

- Reached all identified stakeholders
- The quality of input reflects an understanding of issue
- We heard from affected groups such as cyclists and walkers
- Mana whenua feel they have been appropriately consulted and their input has been considered
- Feedback is positive and supportive.

11 ABBREVIATIONS

CIA	Cultural Impact Assessment
DBC	Detailed Business Case
ECB	Eastbourne Community Board
FAQs	Frequently Asked Questions
GWRC	Greater Wellington Regional Council
IBC	Indicative Business Case
HCC	Hutt City Council
MCA	Multi Criteria Analysis (A decision making tool)
MP	Member of Parliament
NZTA	New Zealand Transport Agency

Appendix A Stakeholder Contact Database

Note: Contacts need to be confirmed and will be added to as the project progresses

Group	Organisation	Contact Name	Title / Area	Email	Responsible
Political	Councillor Lulich - Hutt City Council	Michael Lulich	Harbour Ward Councillor	michael.lulich@huttcity.govt.nz	
	Councillor Lewis - Hutt City Council	Tui Lewis	Harbour Ward Councillor	tui.lewis@huttcity.govt.nz	
	MP for Hutt South	Trevor Mallard	Local MP	trevor.mallard@parliament.govt.nz	
Govt / Statutory	Hutt City Council	Simon Cager	Senior Project Engineer	simon.cager@huttcity.govt.nz	
	Hutt City Council	Alma Andrews	Kaitakawaenga Kaupapa Maori	Alma.andrews@huttcity.govt.nz	
	Hutt City Council	Susan Haniel	Committee Advisor	susan.haniel@huttcity.govt.nz	
	Hutt City Council	Annie Doornebosch	Committee Advisor	annie.doornebosch@huttcity.govt.nz	
	Greater Wellington Regional Council				
	NZ Transport Agency	Jason Morgan	Senior Investment Advisor	jason.morgan@nzta.govt.nz	
	NZTA Cycling Team	Jessica Rattray	Cycling Advisor	Jessica.rattray@nzta.govt.nz	

Group	Organisation	Contact Name	Title / Area	Email	Responsible
Iwi	Taranaki Whānui, represented by the Port Nicholson Block Settlement Trust	Lee Rauhina- August – PH 04 472 3872	Environmental Manager	reception@portnicholson.org.nz lee@portnicholson.org.nz	Alma Andrews
	Te Runanga o Toa Rangatira Inc (Ngati Toa)	Leana Barriball PH 04 238 4952 or 022 618 2440		leana@ngatitoea.iwi.nz	Alma Andrews
	Wellington Tenth's Trust	Morrie Love - Raukura Consultants PH 027 454 0148		Morrie@ngahuru.maori.nz	Alma Andrews
	Waiwhetu marae	Peggy Luke- Ngaheke – Marae Manager PH 04 566 1847		waimre@xtra.co.nz	Alma Andrews
Utility Companies					
Landowners (Adjoining)					
Landowners (Affected)					
Interest Groups	Hutt Cycle Network	Bruce Spedding		winzurf@gmail.com	
	Walking and Cycling Advisory Group	Jan Simmons		Jan.Simmons@huttcity.govt.nz	

Group	Organisation	Contact Name	Title / Area	Email	Responsible	
Residents Associations	DBRA - The Days Bay Residents Association			diane@livingstyle.org.nz		
	Lowry Bay Residents Association	David Miller		miller.d.j@vodafone.co.nz		
	Mahina Bay Residents Association			mahinabay@gmail.com		
		Malcolm Sanderson		malcolm@sanpro.co.nz		
		Natalie McNaught		themcnaughts@hotmail.co.uk		
		Point Howard Residents Association	Roger Bolam		pthowardasn@gmail.com	
		Sunshine Bays Residents Association	Kathleen Mackie		kathleenmackie@yahoo.com	
		York Bay Residents Association	Peter Wyllie		peterwyllie@outlook.com	
	Local Community	Eastern Bays Community Board Chair	Virginia Horrocks		vjhorrocks@gmail.com	
Schools	Muritai School			bird@muritai.school.nz		
	San Antonio School			principal@sanantonio.school.nz		
	Wellesley School			office@wellesley.school.nz		
Media	Eastbourne Herald			http://www.eastbourneherald.co.nz/		
	The Hutt News			http://www.stuff.co.nz/dominion-post/news/local-papers/hutt-news/		

Appendix B Engagement Register

Statutory	
Mana Whenua	
Other stakeholders and community	


Date	Project Stage	Stakeholder	Channel	Notes	Outcome

Appendix C

IAP2'S PUBLIC PARTICIPATION SPECTRUM



The IAP2 Federation has developed the Spectrum to help groups define the public's role in any public participation process. The IAP2 Spectrum is quickly becoming an international standard.

INCREASING IMPACT ON THE DECISION 

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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Record of Notification Under s62 of the Marine and Coastal Area (Takutai Moana) Act 2011(MACA)

Application Ref	Applicant	Contact details	Date of Notification	Response
High Court Applicants				
CIV-2017-404-538	Rihari Dargaville for NZ Maori Council – Groups A – S	Daphne@maoricouncil.maori.nz New contact: Gerald Sharrock – Rightlaw gsharrock@rightlaw.nz	14/5/18 17/7/18	Email from Maori Council dated 14/5/18. Indicated no interest in the application (see attached).
CIV-2017-485-512	Cletus Manu Paul – Groups A – U	Janet Mason, mason@phoenixlaw.expert	14/5/18 17/7/18	Email from Maori Council dated 14/5/18. Indicated no interest in the application (see attached). Email 28/11/18 and response 29/11/18 (see attached)
CIV-2017-485-221	Ngati Kahungunu ki Wairarapa Tamaki Nui a Rua Settlement Trust - Group M	Jennifer Braithwaite, jennifer@braithwaitesmail.co.nz New contact: Damian Stone - Kahui Legal damian@kahuilegal.co.nz	14/5/18 17/7/18	No response
CIV-2017-485-259	Ngati Hinewaka me ona Karangaranga Trust – Group M	tom@bennion.co.nz	14/5/18 17/7/18	No response
CIV-2017-485-261	Muaupoko Tribal Authority – Group N	Stuart Kett, stuart@tamakilegal.com New Contact: Thomas Bennion - Bennion Law tom@bennion.co.nz	14/5/18 17/7/18	No response

CIV-2017-485-211	Tupoki Takarangi Trust for Parangarahu 2B1 and 2C owners – Group N	Lee Hunter, rukahunter@gmail.com	14/5/18 17/7/18	No response
CIV-2017-485-254	C Henare for Te Patutokotoko – Group N	tom@bennion.co.nz	14/5/18 17/7/18	No response
Direct Engagement Applicant				
MAC-01-11-14	Te Atiawa ki te Upoko o te Ika a Maui Pōkiti Trust	Self-represented Contact: Te Rira Puketapu, teri@atiawa.co.nz	17/7/18	No response
MAC-01-09-09	Ngati Toa Rangatira	Sir Matiu Rei, m.rei@ngatittoa.iwi.nz	17/7/18	No response

Appendix C MACA Record of Notification

From: [Van Halderen, Caroline](#)
Bcc: ["Daphne@maoricouncil.maori.nz"](mailto:Daphne@maoricouncil.maori.nz); ["mason@phoenixlaw.expert"](mailto:mason@phoenixlaw.expert); ["jennifer@braithwaitesmail.co.nz"](mailto:jennifer@braithwaitesmail.co.nz); ["tom@bennion.co.nz"](mailto:tom@bennion.co.nz); ["stuart@tamakilegal.com"](mailto:stuart@tamakilegal.com); ["rukahunter@gmail.com"](mailto:rukahunter@gmail.com)
Subject: Eastern Bays Shared path project - notification under Marine and Coastal Area (Takutai Moana) Act 2011
Date: Monday, 14 May 2018 12:11:00 p.m.
Attachments: [image004.png](#)
[image005.png](#)

Tena koe

Your organisation has been identified as having applied for recognition of customary marine title in the area relevant to an application by Hutt City Council (HCC). The Marine and Coastal Area (Takutai Moana) Act 2011 (MACA) acknowledges the importance of the marine and coastal area to all New Zealanders and provides for the recognition of the customary rights of iwi, hapu and whanau in the common marine and coastal area. Public access to the common marine and coastal area is guaranteed by the Act.

HCC is proposing to build a shared path (cycleway and pedestrian path) along Marine Drive, Eastbourne. HCC will be applying for resource consent in the common marine and coastal area. Under section 62 of MACA, on behalf of HCC, I would like to hereby notify and seek the views of your group (as listed in the table below) given that you have applied for recognition of customary marine title in the area.

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CIV-2017-485-211	Tupoki Takarangi Trust for Parangarahu 2B1 and 2C owners – Group N
CIV-2017-485-254	C Henare for Te Patutokotoko – Group N

Summary of Proposals

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The Project area is shown on the map in Figure 1-1

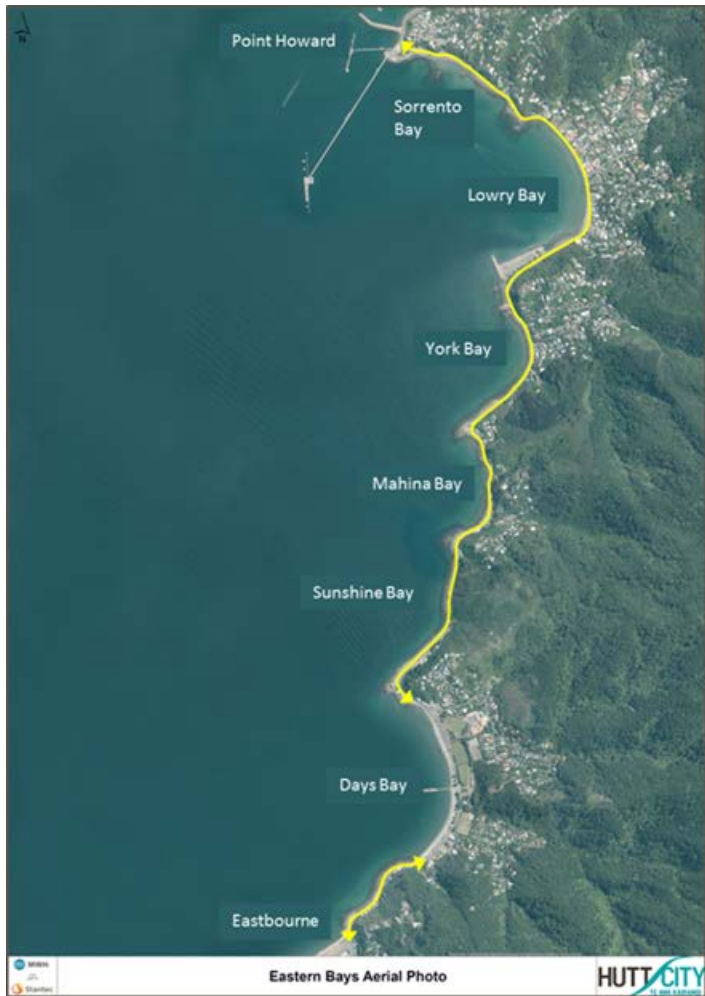


Figure 1-1: Map of the project area

Marine Drive is a coastal road that winds its way around headlands and bays between Point Howard and Eastbourne. The corridor provides few safe facilities for pedestrians and cyclists and for the most part are expected to use the narrow road shoulder or share the traffic lane. At a small number of locations, short sections of shared paths are available on the seaward side. These shared paths are predominantly located in areas where new seawalls have been constructed therefore allowing provision of this facility, or where considerable width already exists.

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The proposed design has been developed bay by bay on a site specific basis, responding to a range of issues including, but not limited to the structural condition of the existing walls, the width of the existing road reserve, coastal processes and community and iwi feedback. A full range of environmental assessments, including a Cultural Impact Assessment (CIA) has been undertaken as part of the resource consent application under the Resource Management Act 1991 (RMA). I would be happy to forward a copy of the CIA or other information should

you require more detail.

Should you have any feedback, please let me know by 28 May 2018.

Nga mihi

Caroline

Caroline van Halderen

Senior Planner

Stantec New Zealand
Level 13, 80 The Terrace
Wellington, 6011 New Zealand

Direct: +64 4 381 5716

Mobile: +64 27 7742409

Caroline.vanhalderen@stantec.com



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From: [Van Halderen, Caroline](#)
Cc: gsharrock@rightlaw.nz; mason@phoenixlaw.expert; damian@kahuilegal.co.nz; tom@bennion.co.nz; rukahunter@gmail.com; teri@atiawa.co.nz; m.rei@ngatittoa.iwi.nz
Subject: Eastern Bays Shared path project - notification under Marine and Coastal Area (Takutai Moana) Act 2011
Date: Tuesday, 17 July 2018 12:34:00 p.m.
Attachments: [image001.png](#)
[image002.png](#)

Tena koe

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CIV-2017-485-254	C Henare for Te Patutokotoko – Group N
MAC-01-11-14	Te Atiawa ki te Upoko o te Ika a Maui Pokiti Trust
MAC-01-09-09	Ngati Toa Rangatira

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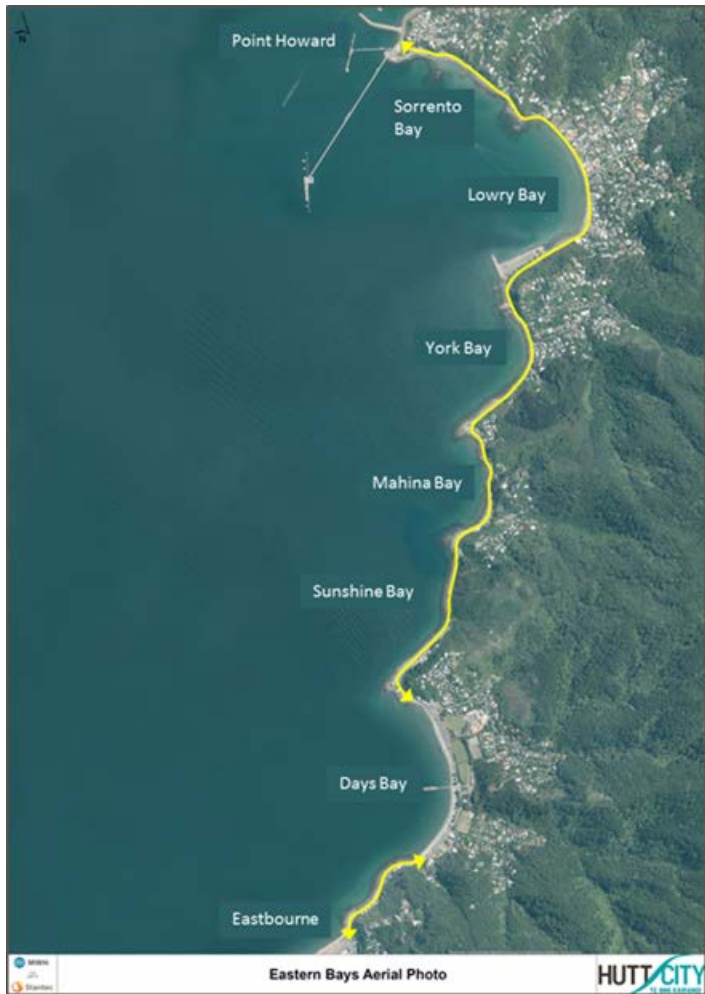


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you require more detail.

Should you have any feedback, please let me know by 31 July 2018.

Nga mihi

Caroline

Caroline van Halderen

Senior Planner

Stantec New Zealand
Level 13, 80 The Terrace
Wellington, 6011 New Zealand

Direct: +64 4 381 5716

Mobile: +64 27 7742409

Caroline.vanhalderen@stantec.com



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From: Natalie Smith
To: [Van Halderen, Caroline](#)
Subject: RE: Eastern Bays Shared path project - notification under Marine and Coastal Area (Takutai Moana) Act 2011
Date: Monday, 14 May 2018 12:21:03 p.m.
Attachments: [image005.png](#)
[image006.png](#)
[NZMC - A1 Template - Letter to Local Authorities.pdf](#)
Importance: High

Kia ora Caroline

Please see attached letter outlining our position. We would like you to acknowledge and cease to forward applications, or cease advising consent holders to contact us.

Nga mihi



From: Van Halderen, Caroline <Caroline.VanHalderen@stantec.com>
Sent: Monday, 14 May 2018 12:11 PM
Subject: Eastern Bays Shared path project - notification under Marine and Coastal Area (Takutai Moana) Act 2011

Tena koe

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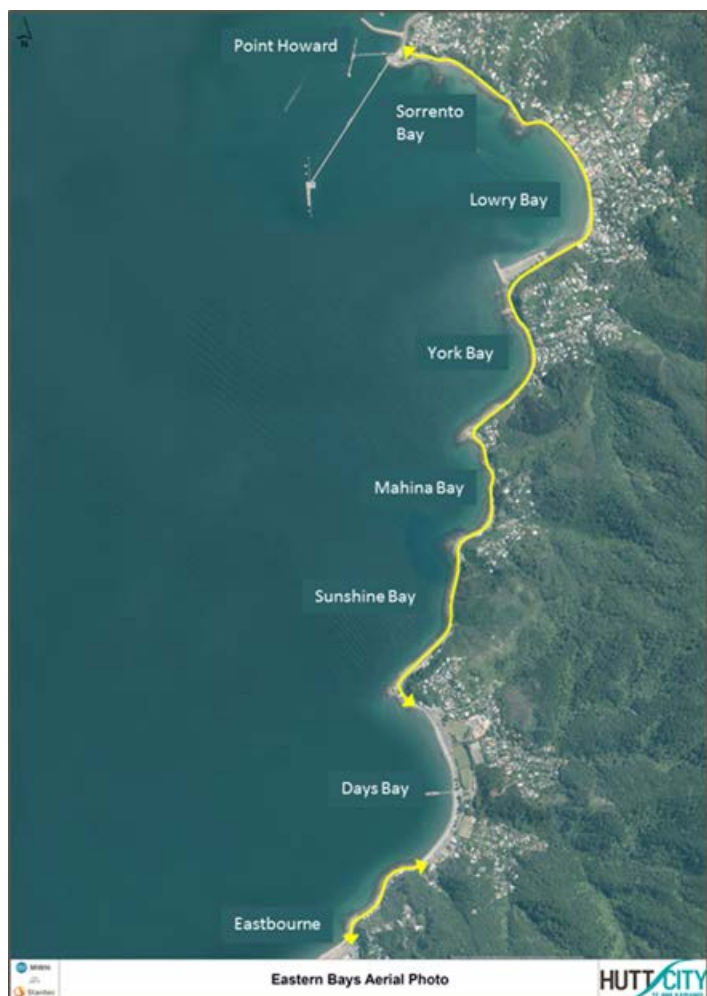


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Should you have any feedback, please let me know by 28 May 2018.

Nga mihi

Caroline

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Monday, 14 May 2018

Tena koe,

Re: Consent applications / renewals.

I write on behalf of the New Zealand Māori Council (NZMC). Thank you for your recent communication.

Neither NZMC nor its members, as Council members, have a claim in relation to the foreshore and have no comment to make on applications or renewals filed with your office.

A Mr Paul has filed a claim in the name of NZMC for the whole of the New Zealand foreshore, an action taken without NZMC authority or knowledge. Mr Dargaville has filed a similar claim on behalf of the members of the NZMC, also without NZMC authority or knowledge.

NZMC filed a memorandum advising the New Zealand High Court and both Mr Dargaville and Mr Paul that both claims were filed without the authority or knowledge of the NZMC. The High Court has not yet addressed the matter.

We write to you as the local authority to deal with these matters accordingly. We ask that you act on the basis that the New Zealand Maori Council has no interest in this regard, rather than forwarding applications for our response.

In the meantime, we are responding to any applications or renewals forwarded to us, so as to mitigate any inconvenience suffered by consent holders or prospective consent holders.

If you require any further information, please do not hesitate to ask.

Nga mihi

A handwritten signature in black ink, appearing to read 'N. Smith'.

Natalie Smith

Secretary

New Zealand Māori Council

From: [Van Halderen, Caroline](#)
To: "Jack Rainbow"
Cc: [Janet Mason](#); [Sophia Collinson](#)
Subject: RE: Eastern Bays Shared path project - notification under Marine and Coastal Area (Takutai Moana) Act 2011
Date: Thursday, 29 November 2018 9:30:00 a.m.
Attachments: [image001.png](#)
[image003.png](#)
[image007.png](#)
[image008.png](#)

Tena koe Jack

Thank you for your email response. I have noted the contents of the response. As you'll be aware, the resource consent application for the Eastern Bays Shared path is prepared under the Resource Management Act 1991 and recognises section 6 Matters of National Importance which covers your point 5 in your email. The shared path is a public amenity and will benefit the community at large.

6 Matters of national importance

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:

(a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:

(b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:

(c) the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:

(d) the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:

(e) the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:

(f) the protection of historic heritage from inappropriate subdivision, use, and development:

(g) the protection of protected customary rights:

(h) the management of significant risks from natural hazards.

I'd like to also confirm that we have been in contact with the other Maori groups that may have an interest in the Specified Area.

Thanks again for getting back to me.

Nga Mihi | Kind regards,

Caroline van Halderen

Senior Planner

Stantec New Zealand Ltd
Level 13, 80 The Terrace
Wellington, 6011 New Zealand

Phone: +64 4 381 5716

Caroline.VanHalderen@stantec.com



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From: Jack Rainbow <Rainbow@PHOENIXLAW.EXPERT>

Sent: Wednesday, 28 November 2018 10:59 a.m.

To: Van Halderen, Caroline <Caroline.VanHalderen@stantec.com>

Cc: Janet Mason <mason@PHOENIXLAW.EXPERT>; Sophia Collinson <Collinson@PHOENIXLAW.EXPERT>

Subject: Re: Eastern Bays Shared path project - notification under Marine and Coastal Area (Takutai Moana) Act 2011

Tena koe Caroline,

1. I am writing on behalf of our client, Cletus Maanu Paul ("the Applicant"), who has applied for Customary Marine Title ("CMT") under the Marine and Coastal Area (Takutai Moana) Act 2011 ("the MACA Act").
2. On the 14th of May, pursuant to section 62 of the MACA Act, you requested a response from the Applicants to Hutt City Council's ("HCC") resource consent application ("your Application") along Marine Drive, Eastbourne ("the Specified Area").
3. As a local authority, the Crown has delegated some of its Tiriti/Treaty responsibilities to the HCC. As such, HCC are under a special obligation to act consistently with te Tiriti/the Treaty.
4. We have passed your Application on to the Applicant. They have advised that they are awaiting funding from the Crown, and do not have the resources to provide a comprehensive response to the activity you have applied for, until such funding is secured. You will be aware that the Applicants have applied to have their ownership and management rights/Tino Rangatiratanga in the Specified Area recognised.
5. In the interim, as the guardians and owners of the Specified Area, they agree to your Application proceeding on the condition that the activity:
 - a. is for a public purpose;
 - b. does not confer private, commercial benefits to any person or entity;
 - c. does not damage the marine and coastal area; and
 - d. recognises the Tino Rangatiratanga of the local hapu/iwi over the Specified Area.
6. They also advise that other Maori groups may have an interest in the Specified Area, and you will need to confer with them as well. In this case, the appropriate entity to consult to ascertain who has mana over the Specified Area is the Wellington/Poneke District Maori Council.

Naku noa, na

Jack Rainbow *LLB, BA*

Legal Counsel

Phoenix Law Ltd

Constitutional and Public Law Specialists

PO Box 27400

200 Willis Street
Wellington

Phone: 04 384 1304
Mobile: 0277845639

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From: "Van Halderen, Caroline" <Caroline.VanHalderen@stantec.com>

Date: Monday, 14 May 2018 at 12:11 PM

Subject: Eastern Bays Shared path project - notification under Marine and Coastal Area (Takutai Moana) Act 2011

Tena koe

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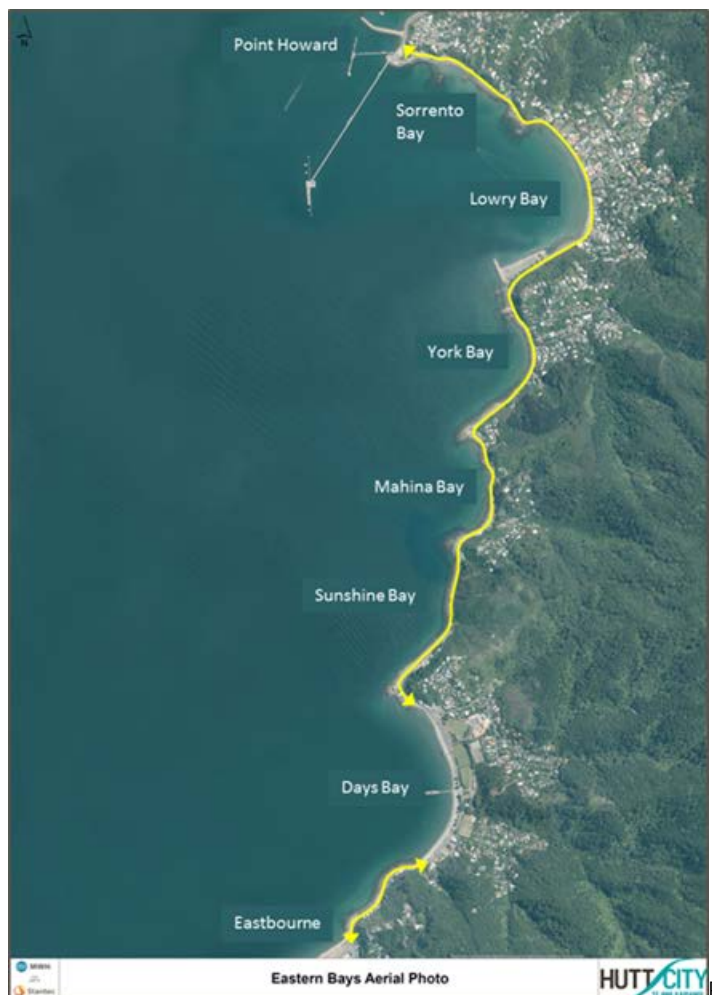


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Should you have any feedback, please let me know by 28 May 2018.

Nga mihi

Caroline

Caroline van Halderen

Senior Planner

Stantec New Zealand
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Meeting Title

Eastern Bays Shared Path / Consultation with Taranaki Whānui

Date/Time: April 10, 2018 / 10:00 AM
Place: Stantec Offices, The Terrace
Attendees: Caroline van Halderen (Stantec), Morrie Love (Taranaki Whānui)

Here are some key notes from our meeting and a bullet point summary of what we discussed.

Introduction

- Cultural Impact Assessment was prepared in June 2016.
- The design has developed since then.
- Updates were discussed with Taranaki Whānui (Aaria Dobson-Waitere) during last year. The main issues raised related to access to the beach and rocky areas in particular those areas used for mahinga kai. Would like to see an Accidental Discovery Protocol (ADP) included as a condition of the consent. Would like further involvement in signage and storyboards for the project.

Design updates

- Caroline gave update on the design highlighting some of the main changes.
- AEEs from the technical experts are being finalized and gave summary of what some of the mitigation measures are.
- Planning to lodge resource consent application in May.

Outcomes

- Morrie suggested an update to the CIA based on the latest design (expanded scope of works). Also to include reference to the Marine and Coastal Areas Act.
- To provide a cost estimate.
- Aim to update by 1 May.
- Caroline supplied the following information:
 - Full set of Preliminary Design Plans (Rev F)
 - Lowry Bay visualization and details on revetment proposed at northern end
 - Executive Summary of the Assessment of Environmental Effects for Intertidal Ecological (April 2018)
 - Draft Landscape and Visual Assessment (April 2018)
- Morrie to request more detail if he required more information.

Affected party approval sign off from Taranaki Whānui to be done through the Takiwa Committee. If satisfied with the proposal to provide a letter by 1 May 2018.

Caroline van Halderen
Stantec
10/4/18

Appendix D Correspondence with Stakeholders

From: [Rachael Mora](#)
To: [Van Halderen, Caroline](#)
Cc: [Graeme La Cock](#)
Subject: RE: Eastern Bays Shared Path project - feedback from Dept of Conservation
Date: Friday, 14 September 2018 12:20:02 p.m.
Attachments: [image002.png](#)
[image005.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)

Sorry, Caroline. I understood that Graeme had provided you with some feedback following on from the site visit and was not aware that you were expecting any additional feedback

As per my earlier email the key issues that we have an interest in are effects on avifauna, the CMA and freshwater fish passage. In terms of the effect on avifauna, we would like to see a site map with identified nest sites overlaid, so we can understand what works are proposed at each of the sites

We do not have any other specific comments at this stage.

Kid Regards

Rachael

From: Van Halderen, Caroline <Caroline.VanHalderen@stantec.com>
Sent: Friday, 14 September 2018 11:51 a.m.
To: Graeme La Cock <glacock@doc.govt.nz>; Rachael Mora <rmora@doc.govt.nz>
Cc: Povall, Jamie <Jamie.Povall@stantec.com>; 'Simon Cager' <simon.cager@huttcity.govt.nz>
Subject: RE: Eastern Bays Shared Path project - feedback from Dept of Conservation

Hi Graeme/Rachael

We are really keen to hear back from you so that we can complete the AEEs for this project.

Thanks, Caroline

Caroline van Halderen

Senior Planner

Stantec New Zealand Ltd
Level 13, 80 The Terrace
Wellington, 6011 New Zealand

Phone: +64 4 381 5716

Caroline.VanHalderen@stantec.com



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From: Van Halderen, Caroline

Sent: Friday, 7 September 2018 4:38 p.m.

To: 'Graeme La Cock' <glacock@doc.govt.nz>

Cc: Rachael Mora <rmora@doc.govt.nz>

Subject: RE: Eastern Bays Shared Path project - feedback from Dept of Conservation

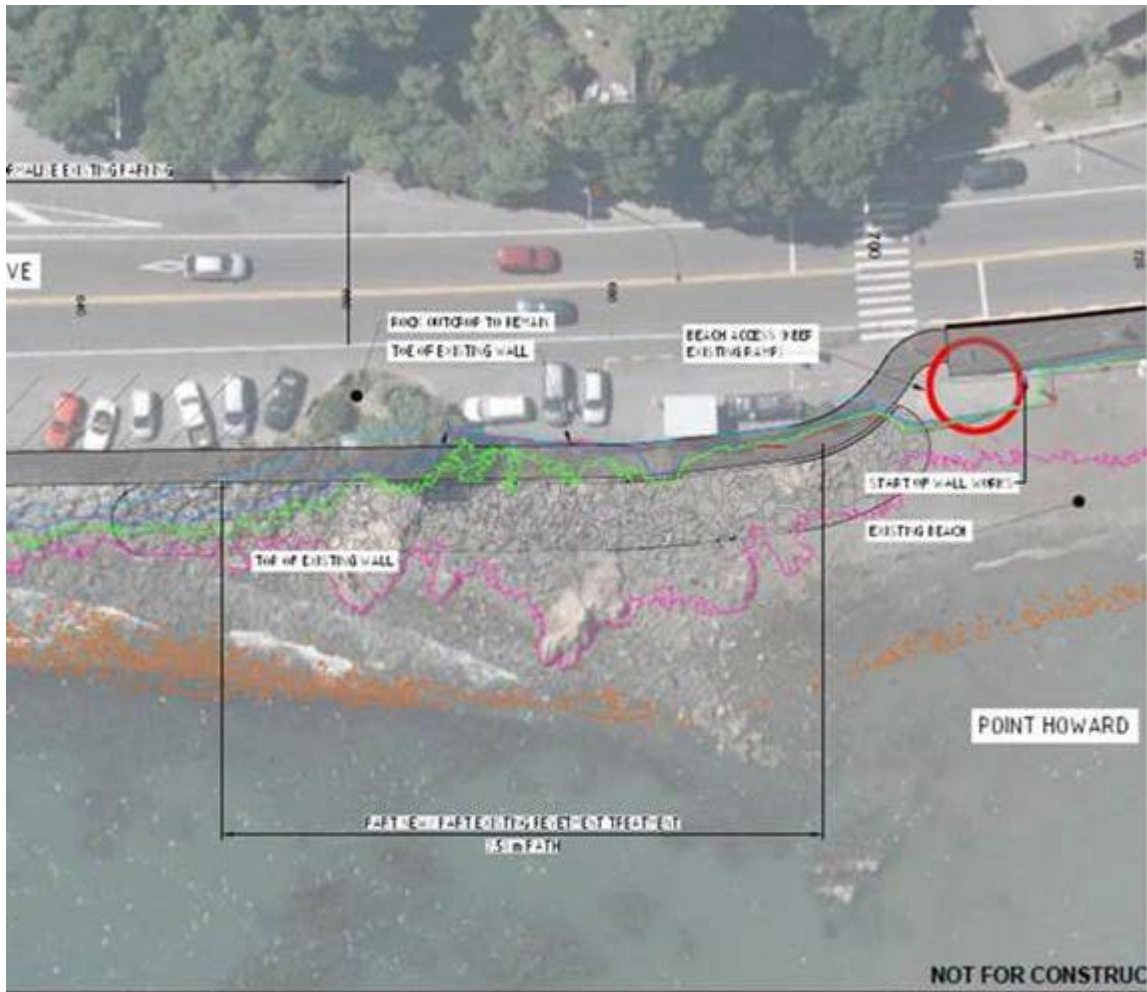
Hi Graeme

The screenshot below shows that the rock outcrop will remain (that is where the nest is located), so by taking the shared path on the seaward side, it will take cycle & pedestrian traffic away from the nest, thereby avoiding it. By taking the path on the landward side (as suggested) it will bring large numbers of people within a metre of the nest.

It's unfortunately not a matter of "a willingness to repaint some centre and parking lines" given the narrow road especially being on a curve. We have undertaken an assessment of Marine Drive from a traffic safety perspective and the findings have shown that there is insufficient space within the existing road reserve to construct the shared path, hence the need to construct it on the seaward side. The reports provided to you before the walkover includes information on this (refer to the Design Features Report and the Alternatives Assessment). We can provide more details for this specific section should you require it.

The seawall also needs to be rebuilt along this section given that it is failing in parts and therefore needs modification.

Happy to discuss this further.



NOT FOR CONSTRUCTION

	HUTT CITY COUNCIL EASTERN BAYS SHARED PATH - DBC	Status: WORKING PLOT
	PLAN - MCA0 POINT HOWARD SORRENTO BAY STATION 480 - 720	Date: 11/25/2010
		Drawing No: 80509137-01-001-C220

LEGEND	
	TOP OF EXISTING WALL
	TOE OF EXISTING WALL
	HIGH TIDE
	MHWS
	MID TIDE
	LOW TIDE
	PROPOSED WALL
	DENOTES BEACH ACCESS
	DENOTES ENCROACHMENT (FROM TOE OF EXISTING WALL)

Regards

Caroline

Caroline van Halderen

Senior Planner

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 Level 13, 80 The Terrace
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Phone: +64 4 381 5716

Caroline.VanHalderen@stantec.com



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From: Graeme La Cock <glacock@doc.govt.nz>
Sent: Friday, 7 September 2018 4:09 p.m.
To: Van Halderen, Caroline <Caroline.VanHalderen@stantec.com>
Cc: Rachael Mora <rmora@doc.govt.nz>
Subject: RE: Eastern Bays Shared Path project - feedback from Dept of Conservation

I suppose I meant it was easy enough to avoid 50 m of reclamation by taking the track on the landward side of the nests. All it needs is a willingness to repaint some centre and parking lines.

From: Van Halderen, Caroline <Caroline.VanHalderen@stantec.com>
Sent: Friday, 7 September 2018 4:04 p.m.
To: Graeme La Cock <glacock@doc.govt.nz>
Cc: Rachael Mora <rmora@doc.govt.nz>
Subject: RE: Eastern Bays Shared Path project - feedback from Dept of Conservation

Thanks Graeme – I was a bit concerned that the emails weren't going through. I'll check the plans – we are certainly avoiding the nest.

Regards, caroline

From: Graeme La Cock <glacock@doc.govt.nz>
Sent: Friday, 7 September 2018 3:13 p.m.
To: Van Halderen, Caroline <Caroline.VanHalderen@stantec.com>
Cc: Rachael Mora <rmora@doc.govt.nz>
Subject: RE: Eastern Bays Shared Path project - feedback from Dept of Conservation

Hi Caroline

Yes, we receive your emails. I've provided feedback to Rachael. I know she was waiting for a report on penguin nests that she'd requested before assessing the material and responding. I'm not sure if she's received that yet; maybe it was too large for the DOC email system. I'll follow up with her on Monday.

I see from one of the sets of maps you sent through that the proposed pathway hasn't been adapted to avoid the nests at the spot where we started our walk, as we'd discussed on site. It should have been one of the easier fixes, but I'm not sure if I've seen the latest set of maps.

Thanks

Cheers

Graeme

From: Van Halderen, Caroline <Caroline.VanHalderen@stantec.com>
Sent: Friday, 7 September 2018 1:42 p.m.
To: Rachael Mora <rmora@doc.govt.nz>; Graeme La Cock <glacock@doc.govt.nz>
Cc: Simon Cager <Simon.Cager@huttcity.govt.nz>; Povall, Jamie <Jamie.Povall@stantec.com>
Subject: RE: Eastern Bays Shared Path project - feedback from Dept of Conservation

Hi Rachael/Graeme

Can you please let me know whether you have been receiving my emails.

Thanks, Caroline

Caroline van Halderen

Senior Planner

Stantec New Zealand Ltd
Level 13, 80 The Terrace
Wellington, 6011 New Zealand

Phone: +64 4 381 5716

Caroline.VanHalderen@stantec.com



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From: Van Halderen, Caroline
Sent: Monday, 3 September 2018 12:06 p.m.
To: rmora@doc.govt.nz; Graeme La Cock <glacock@doc.govt.nz>
Cc: Simon Cager <Simon.Cager@huttcity.govt.nz>; Povall, Jamie <Jamie.Povall@stantec.com>
Subject: RE: Eastern Bays Shared Path project - feedback from Dept of Conservation

Hi Rachael and Graeme

We are finalising our design plans and AEEs at the moment. Here are some of the changes that we've made to the design – the most significant changes include:

- Removal of revetment at Lowry Bay to avoid the subtidal areas
- Placement of beach nourishment at Point Howard, Lowry and York Bays (as mitigation for loss of beach amenity)

Plans can be viewed here:

Login Information

Browser link: <https://tmpsftp.stantec.com>

Login name: s0912202545

Password: 3151639

Expiry Date: 9/26/2018

Please let me know whether you would like to raise any issues or if you have any comments.

Kind regards

Caroline

Caroline van Halderen

Senior Planner

Stantec New Zealand Ltd
Level 13, 80 The Terrace
Wellington, 6011 New Zealand

Phone: +64 4 381 5716

Caroline.VanHalderen@stantec.com



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From: Van Halderen, Caroline

Sent: Friday, 10 August 2018 10:57 a.m.

To: 'rmora@doc.govt.nz' <rmora@doc.govt.nz>; 'Graeme La Cock' <glacock@doc.govt.nz>

Cc: 'Simon Cager' <Simon.Cager@huttcity.govt.nz>; Povall, Jamie <Jamie.Povall@stantec.com>

Subject: RE: Eastern Bays Shared Path project - feedback from Dept of Conservation

Hi Rachael and Graeme – are you still planning to get your comments through to me this week? I'm updating our works programme and want to make sure I factor in your comments.

Thanks, Caroline

Caroline van Halderen

Senior Planner

Stantec New Zealand Ltd
Level 13, 80 The Terrace
Wellington, 6011 New Zealand

Phone: +64 4 381 5716

Caroline.VanHalderen@stantec.com



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From: Van Halderen, Caroline

Sent: Monday, 6 August 2018 11:45 a.m.

To: 'rmora@doc.govt.nz' <rmora@doc.govt.nz>; 'Graeme La Cock' <glacock@doc.govt.nz>
Cc: Simon Cager <Simon.Cager@huttcity.govt.nz>; Povall, Jamie <Jamie.Povall@stantec.com>
Subject: Eastern Bays Shared Path project - feedback from Dept of Conservation

Hi Rachael and Graeme

Graeme thanks for coming along to the walkover for the Eastern Bays Shared Path project on 25/7. We were very fortunate with the fine weather and had a good turnout. I'm sorry that Rachael couldn't make it but I'm sure you would have received some feedback on the visit. It was useful having GWRC, HCC and some of the technical experts on the walkover and there was a good sharing of knowledge about the various aspects of the project.

Please could you provide your comments on the proposal and let me know whether you have any concerns. We are expecting comments back from GWRC at the end of this week. Would it be possible to get back to me by then as well? We need to assess the feedback and where necessary make some design changes to the preliminary design plans.

Kind regards

Caroline

Caroline van Halderen

Senior Planner

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Level 13, 80 The Terrace
Wellington, 6011 New Zealand

Phone: +64 4 381 5716

Caroline.VanHalderen@stantec.com



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Eastern Bays Shared Path

Greater Wellington Regional Council Pre-Application Engagement

Date	Contact	Engagement Method	Discussion
14/6/17	Iain Dawe	Meeting (Jamie Povall/Simon Cager/Caroline van Halderen)	Update on the project since GHD engagement with GWRC (2016) See meeting notes
3/7/17	Kirsty van Reenen/Caroline Watson	Email	Query on Scheduled areas
17/7/17	Phil Petersen/Iain Dawe	Meeting (Caroline van Halderen)	Focus on planning related matters
3/8/17	Phil Petersen	Email	Sustainable transport
7/8/17	Andrew McBeth/Susan Hutchison-Daniel/Melanie Thornton	Email	Sustainable transport
7/8/17	Susan Hutchison-Daniel	Phone call (Caroline van Halderen)	Sustainable transport
13/3/18	Phil Petersen	Email	Update on project
27/3/18	Phil Petersen	Meeting (Caroline van Halderen)	Sought comments on preliminary design
27/3/18	Iain Dawe	Email	Sought comments on preliminary design
5/4/18	Iain Dawe	Email	Sought comments on preliminary design – sent updated plans
23/5/18	Phil Petersen/Iain Dawe	Email	Resent updated plans
5/7/18	Phil Petersen/Iain Dawe	Email	Update on project and request meeting to obtain feedback on preliminary design
10/7/18	Phil Petersen/Iain Dawe/Shannon Watson/Tim Blackman	Meeting (Caroline van Halderen)	Follow up on previous meeting Sought comments on preliminary design
25/7/18	Iain Dawe/Shannon Watson/Tim Blackman plus reps from DoC & HCC	Walkover of project area focusing on revetment sites (Caroline van Halderen, Jamie Povall, Simon Cager, Fred Overmars, Shelley McMurtrie, Mike Allis)	Ecology/scheduled areas/subtidal zone/ resilience & coastal protection
26/7/18	Megan Oliver	Walkover of project area focusing on north Lowry Bay (Caroline van Halderen, Shelley McMurtrie)	Ecology/ scheduled areas/subtidal zone
14/2/19	Shannon Watson, Iain Dawe, Tim Blackman (GWRC), Caroline van Halderen, Jamie Povall (Stantec)	Meeting	Update on beach nourishment/climate change & sea level rise
29/3/19	Simon Cager – Hutt City Council	Meeting	Pre-lodgement

	Dan Kellow – Hutt City Council (Planner) Ainsley Brown – GWRC Shannon Watson – GWRC Jo Frances – GWRC Jamie Povall – Stantec Caroline Van Halderen – Stantec		
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4 April 2018

Simon Cager
Road & Traffic
04 570 6858

Simon.Cager@huttcity.govt.nz
Our reference: Lowry Bay Res

Dear Resident

Eastern Bays Shared Path – Proposals at northern section of Lowry Bay

The Eastern Bays shared path project is progressing well. Our project team held a number of community meetings and an Open Day in August last year, and we have prepared concept designs that we would like to share with you. We are currently preparing a resource consent application for the proposed work and are keen to get feedback from you as residents fronting onto the northern section of Lowry Bay, prior to finalising the plans.

Given the ongoing issues with wave overtopping of Marine Drive along this section of Lowry Bay, we are proposing a rock revetment structure from the Lowry Bay boathouse to just north of the Skerrett boatshed. We have enclosed a plan and a visualisation of the proposed revetment for your information and would like to seek feedback from you.

While revetment does not stop wave overtopping, it does reduce the effects of overtopping and provides some protection to the shoreline. In turn, it offers protection to Marine Drive and the proposed shared path. At Lowry Bay we are considering revetment with a gradient of 1V:3H (1 metre in height with a 3 metre horizontal fall). Revetment will also be placed at other locations prone to wave action along the shared path where it would typically follow a 1V:2H gradient. The flatter gradient proposed at Lowry Bay offers a greater level of protection but it does also result in more encroachment onto the foreshore. This is a trade-off that we would be keen to get your opinions on.

Please send your comments via email to Caroline.vanhalderen@stantec.com or phone 04 3815716 should you have any questions.

Yours sincerely



Simon Cager

SENIOR PROJECT ENGINEER

Encl Preliminary Design Plan (C223 & C224)
Visualisation

From: Simon Cager
To: [Lowry Bay Belinda Moss](#); [Lowry Bay David Miller](#); mahinabay@gmail.com; [Point Howard - Roger Bolam](#); [Sunshine Bay Delphine Gore](#); [Sunshine Bay Kathleen Mackie](#); [York Bay Iain Bain](#); ["wjwright517@gmail.com"](mailto:wjwright517@gmail.com)
Cc: [Virginia Horrocks](#); [Derek Wilshere](#)
Subject: Eastern Bays Shared Path - Progress Report
Date: Wednesday, 9 May 2018 3:31:36 p.m.
Importance: High

Hello All,

I appreciate it's been a while since a formal update has been given to you all on the progress of the Eastern Bays Shared Path following the consultation late last year.

The Project Team has been progressing both the Detailed Design and the Assessment of Environment Effects which has taken considerably longer than expected due to the technical complexity of the project.

Alongside this process we have also undertaken additional discussions with some individual bays and residents on several items of local importance which they have brought up with the Project Team and have been absorbed into the design where necessary.

We are finally now getting to the point where the majority of the work enabling us to lodge a Resource Consent with the Regional Council is only a matter of weeks away and our target date is the 28th May.

During our consultation process last year many people expressed a desire to see the updated plans and it is my intention to share these with each Bays Residents Association for distribution. These plans will be the ones that are included in the Resource Consent application and are intended to show a sufficient detail including proposed beach access, revetment, path widths, cross-sections and tidal levels with further details relating to these being set out in the actual application document.

As the plans themselves will be of a significant size, a number of hard copy sets will be distributed with the help of Ginny Horrocks and Derek Wilshere to the respective Residents Association Chairs. I am hoping that these will be available in the next couple of weeks.

We appreciate some may still have some feedback or comments on the design after looking at the updated plans, however to avoid any further delays on lodgement we would ask that you make these during the formal submission process.

I trust the above gives you an update of our progress to date.

Kind Regards

Simon

Simon Cager

Senior Project Engineer

Hutt City Council, 30 Laings Road, Private Bag 31912, Lower Hutt 5040, New Zealand

T 04 570 6858, M 027 4037 147, W www.huttcity.govt.nz



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**Appendix E
Report**

Detailed Business Case Consultation