

**BEFORE THE GREATER WELLINGTON REGIONAL COUNCIL AND HUTT
CITY COUNCIL
EASTERN BAYS SHARED PATH PROJECT**

Under the Resource Management Act 1991

In the matter of applications for resource consents by Hutt
City Council under section 88 of the Act, to
carry out the Eastern Bays Shared Path Project

**SUMMARY STATEMENT OF EVIDENCE OF JAMIE JOSEPH POVALL
(PROJECT DESIGN) ON BEHALF OF THE APPLICANT**

16 December 2020

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1. My name is **Jamie Joseph Povall**. I provided evidence dated 30 November 2020 on behalf of Hutt City Council ("**HCC**") addressing the physical layout and design of the Project. The main points of my evidence can be summarised as follows.
2. The Project aims to develop a safe and integrated walking and cycling facility along Marine Drive to connect communities along Hutt City's Eastern Bays, and to provide links to other parts of the network for recreation and tourism purposes.
3. Currently, pedestrian and cyclist connectivity and use along the Eastern Bays is low due to a lack of dedicated cycling and walking facilities and the tightly constrained nature of Marine Drive.
4. Initially, the technical commission for the Project sought to provide a walking and cycling facility along Marine Drive, but through early investigations it was apparent that there was also a resilience issue given the age and condition of sections of the existing seawall structure that was at risk of failure.
5. The Project will provide a continuous shared path on the seaward side of Marine Drive between Point Howard and Marine Parade in Eastbourne (excluding Days Bay) and includes removing and replacing much of the existing seawall (3.1km in length) with a new structure that is located in such a position so as to accommodate the required shared path width (either 2.5m or 3.5m).
6. The design of the Project has been developed bay-by-bay on a site-specific basis, through an iterative design process, responding to a range of issues, both to maximise benefits, and to address the potential effects of the Project on the environment. The range of issues include, but not limited to:
 - (a) desirable path width;
 - (b) the structural condition of the existing walls;
 - (c) the width of the existing road reserve;
 - (d) coastal processes;
 - (e) ecology;
 - (f) presence of penguins;
 - (g) and community feedback.
7. Detailed consideration of appropriate path width as well as potential environmental effects has resulted in a minimum standard path width of 2.5m applied in the most constrained locations, with 3.5m width used elsewhere (and for 83% of the length of the Shared Path). My preference from a design perspective has been for a wider path, given the additional level of service and comfort this is expected to provide.

8. A combination of wall types to support the Shared Path has been selected: either curved seawalls (single, double, or on occasion, triple height) or revetment (rock rip rap) in conjunction with a reinforced vertical concrete cantilevered seawall.
9. The geography and terrain in the Eastern Bays area, and the lack of any other alternative transport routes, means that the focus during Project development has been on alignments based on Marine Drive. Due to the physical constraints on the landward side of Marine Drive, the widening of the road on the seaward side to accommodate the Shared Path is the preferred option.
10. A multi criteria analysis process was used to assess alternatives. Two options for widening the road (2.5m and 3.5m path widths) were favoured throughout this process. Feedback through community consultation and alignment to the investment objectives also reinforced the two preferred options.
11. The detailed design will be progressed and finalised in line with the proposed conditions, and in particular the Landscape and Urban Design Plan and Bay Specific Urban Design Plans.
12. Construction will be staged, with walls likely to be constructed 'in-situ'. Final construction methods will be finalised, again in line with conditions, including the required Construction and Environmental Management Plan, and the pre-construction provision of detailed plans.
13. The Project area is extremely constrained and highly sensitive. Given these factors, it has been necessary to seek a balanced outcome that achieves the desired Project objectives, but that remains acceptable to the community and consentable in the highly protected coastal marine area.