

Appendix G Meeting Notes

G.1 Bay Meetings

G.2 Open Day

G.3 Feedback Meeting

G.4 Meetings with Iwi

Meeting Title

Eastern Bays Shared Path - Consultation

Lowry Bay

Date/Time: August 8, 2017 / 7:00 PM

Place: Eastbourne Library Meeting Room

Attendees: See attached list (approx. 15 attended although not everyone filled in the attendance list)

Chair:

Ginny Horrocks (Chair Eastbourne Community Board)

Derek Wilshere (Eastbourne Community Board)

Project Team in attendance:

Simon Cager (HCC)

Phil Peet (Stantec)

Caroline van Halderen (Stantec)

Notes:

- Overall there was a lot of interest in the options and the process and the team got the feeling that the vast majority were supportive of the walkway and just very interested in making sure it was developed with the community in mind
- Current issues with vehicles passing buses in bus stops at speed
- Boat Shed is owned by Lowry Bay Association and is an historic place. Warren thinks it can be moved backwards as it was taken away, repaired and replaced a few years back after a big storm
- Have been looking for a pedestrian crossing for a number of years and hopeful that with the new facility and increased numbers of walkers that one may meet the warrant
- Want lots of facilities to get down to the beach from the shared path, but also at other locations; i.e. someone at the northern end crosses to put their kayak in the water and wouldn't want to walk a long way with that down the shared path
- Suggestion of placing accessways at seawall to correspond with the end of each road; also include ramps for wheelchairs/strollers at strategic points
- Concerned about sea level rise
- Concerned about beach erosion/transfer with the options
- Concerned about the concrete dwarf wall causing wave overtopping issues
- Concerned about noise, slipperiness and durability of boardwalk
- Wave action a big issue at the northern end of the bay
- Could the groyne at the southern end of the bay be built out further to protect the bay from storm surge and wave action?
- Debris/shells need to be cleared from cycleways as part of a regular maintenance routine otherwise people won't use it – problem along the Petone/city cycleway
- Not many areas know to have penguins
- Wider (3.5m) option seemed to be supported due to greater safety

Caroline van Halderen

21/8/17

Attachment: Attendee List (not included in Appendix for confidentiality reasons).
Plans - notes

Meeting Title

Eastern Bays Shared Path - Consultation

York Bay

Date/Time: August 10, 2017 / 7:00 PM

Place: Eastbourne Library Meeting Room

Attendees: See attached list (approx 29 attended although not everyone filled in the attendance list)
Apologies from Ginny Horrocks

Chair:

Derek Wilshere (Eastbourne Community Board)

Project Team in attendance:

Simon Cager (HCC)

Jamie Povall (Stantec)

Caroline van Halderen (Stantec)

Notes:

- Strong message that residents wanted as little of the beach to be encroached upon – rather take land on the landside
- Suggestion of using some of the roadway at the Taungata Road intersection - dangerous intersection where the bus shelter obscures the visibility
- Preference for the narrower width (2.5m)
- Would like to see the narrower width on the plans (not a worst case scenario)
- How can consultation be done if the details aren't shown?
- Points raised at the earlier consultation isn't reflected in the current plans
- Great concern is the loss of beach amenity
- South end of York Bay is where people swim – between the bus shelter and chainage 2550m – marked up on map
- Would like a stairway at southern end of beach (opp #3)
- One of the existing accessways (protected by temporary road cones) considered to be a hazard – would not like to see similar situations in new seawalls
- Reference made to previous project manager, Ron Muir's earlier plan which was considered to be more acceptable
- Penguins in the area need access to the beach
- Natural character is important, especially the non engineering features
- Retain bus stop – it's functional
- Retain pohutakawa tree – it's a feature on a poster advertising HCC
- Would like to see a redesign of the proposal showing a narrower path
- Suggestion that sand be brought into build up the beach

Map Notes

- Chainage 2200m-2250m
 - Move the road east
 - Narrow down the walkway
 - Fauna/environment
 - People living there?
- Chainage 2300m – Penguin pipe
- Chainage 2350m -2400m Shift road coast ward onto flat road reserve from N... York Bay to Taungata Road. This way the extension over the beach can be reduced.

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Meeting Title

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- Chainage 2400m-2450m
 - Move road east use road reserve
 - Prefer 2.5m wide shared path
- Chainage 2450m – 2500m
 - Surely some of this space at the foot of Taungata could be taken/used
 - Safety of people on shared pathway cyclist/prams
 - Build in some seating at the beach area
 - 50K limit
 - Is Road Closure possible? Distance
- Chainage 2500m-2550m
 - Move road east 1m at bus stop
 - Boat ramp 3m
 - Remember children on bikes passing pedestrians,, consider width
 - Boardwalk around tree
 - Move the road over, keep the beach untouched please
 - Most people swim south of bus stop to just south of ramp
 - Need boat ramp
 - Maintain the integrity of the bus stops – high number of bus commuters and weather can be lousy
- Chainage 2550m – 2600m
 - Stairs, most people swim at south end
 - Access way 318 Marine Drive
 - Taking land from east side should be looked at again
 - Protect the beach as much as possible
 - Need groyne z to protect the beach
- From photo of York Bay adjacent 25 Waitohu Road looking south
 - Dangerous concrete divides, if car hits them at speed launches car to chest level of pedestrians
 - Extra amenity for promenading
 - Seating, existing trees bus stop waiting ER – where is it All?
 - No beach at high tide, is this simulated view in swimming area
 - Why are we not taking the hillside, particularly where there is flat land

Caroline van Halderen

21/8/17

Attachment: Attendee List (not included in Appendix for confidentiality reasons).
Plans - notes

Meeting Title

Eastern Bays Shared Path - Consultation

Point Howard/Sorrento Bay

Date/Time: August 15, 2017 / 7:00 PM

Place: Pt Howard Tennis Club / Playcenter
1A Ngaumatau Rd, Pt Howard

Attendees: See attached list (approx. 18 attended although not everyone filled in the attendance list)
Apologies from Simon Cager (HCC)

Chair:

Derek Wilshere (Eastbourne Community Board)

Ginny Horrocks (Chair Eastbourne Community Board)

Project Team in attendance:

Jamie Povall (Stantec)

Caroline van Halderen (Stantec)

Notes:

- Beach used by people living outside the area – not only locals. Good parking in the area
- During summer there can be 50 -60 people on the beach
- At high tide much of the beach is lost
- Suggestion that the road be shifted to take some of the parking space to avoid encroaching onto the beach
- Has sea level rise been taken into account with the proposals?
- Climate change & SLR of great concern to Roger Lawrence (retired academic at Victoria Uni; wife is Judy Lawrence – expert on climate change) – he has lived in the area for 44 years & has noted a rise of 8cm during that time). He questioned the data used to base the MHWM
- Would like to see some beach nourishment to hold sand in place – some people questioned whether there was enough space
- The area marked as Sorrento Bay is incorrect on the plans – Sorrento Bay is only a small beach (hand marked up on plan) and the remainder is known as Point Howard
- Request to keep the concrete ramp that juts out at the old bus stop so that people could stand there and admire view
- Another suggestion of moving the path onto the rocks to avoid using the parking area
- Point Howard Beach is very close to the road & there are safety issues
- Ensure that there is a good safety barrier between the pathway and the beach to protect beach users from motor vehicles speeding around the bend
- Discussion around where would be the best position for a guardrail – between traffic and shared path, or between shared path and beach
- Support variable widths
- Angled parks are safer

Map Notes

Point Howard

- Chainage 700m This board ramp causes wave refraction ?? on and as a resulted in significant lowering of the beach – it should be located – it is used by kayak hire people.
- Chainage 760m



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- This point represents useable beach at high tide – At high spring tide the water laps the existing sea wall. Dry beach is very narrow.
- Why not cut into Road Reserve and leave the beach as it is.
- Chainage 800m
 - The aerial used here is at low tide. This should be drawn using an aerial photo at high tide.
 - We need to prioritise beach or walkway - not both
- Chainage 860m Why can't the current beach line/pavement be left as is?
- Chainage 920m – Aesthetically the beach should not be reduced at all.

Map Notes – Sorrento Bay

- Chainage 450m-500m – Widen existing path
- Chainage 550m-600m – Move path southward on point
- Chainage 600m – Move walkway to the south over rocky areas
- Chainage 650m – 700m
 - Lets have a decent bus stop.
 - Lets make this a quality project eg. Picnic tables, rest areas - Point Howard Beach.
- Chainage 700m – 800m
 - Have seaward stopping places/viewpoints
 - Important to retain safety barrier to protect beach parties, bathers in summer
 - 2.5m path on beaches
- Chainage 850m -900m Shared path undertrained in conjunction with beach enhancement
- Chainage 900m -950m 2.5m at beach, 3.5 – other places
- Chainage 1000m -1050m 2.5m Sorrento Bay
- Chainage 1000m-1050m This is Sorrento Bay

Caroline van Halderen

21/8/17

Attachment: Attendee List (not included in Appendix for confidentiality reasons).
Plans - notes

Meeting Title

Eastern Bays Shared Path - Consultation
Mahina/Sunshine Bay

Date/Time: August 16, 2017 / 7:00 PM
Place: 502 Marine Drive - Sunshine Bay
(on a Mahina Bay corner)
Attendees: See attached list (9)
Apologies from Caroline van Halderen (Stantec)

Chair:

Ginny Horrocks (Chair Eastbourne Community Board)

Project Team in attendance:

Simon Cager (HCC)
Jamie Povall (Stantec)

Notes:

Jamie explained that we didn't have a scribe and that he would prefer to listen/think so notes wouldn't be taken. Attendees were encouraged to leave notes on the plans, submit feedback forms and work with the bay representative. Attendees were comfortable with that.

Notes from Map

Chainage 3200m – 3250m Beach access please
Chainage 3300m – 3350m Good to remove the current road barrier here

Attachment: Attendee List (not included in Appendix for confidentiality reasons).
Plans - notes

Meeting Title

Eastern Bays Shared Path - Consultation

Windy Point/Days bay

Date/Time: August 17, 2017 / 7:00 PM

Place: The Pavilion, Williams Park, Days Bay

Attendees: See attached list (approx. 25 attended although not everyone filled in the attendance list)

Chair:

Ginny Horrocks (Chair Eastbourne Community Board)

Derek Wilshere (Eastbourne Community Board)

Project Team in attendance:

Simon Cager (HCC)

Jamie Povall (Stantec)

Caroline van Halderen (Stantec)

Notes:

- Has the team considered a cantilevered construction? Explained the various options – cantilevered excluded due to the need to dig up the road and the associated inconvenience to motorists
- Referred to report by Jim Dahm prepared for HCC on beach movement/erosion/coastal processes
- Suggestion of bringing in sand to replenish the beach – using “Venturi pump” eg. Mission Bay
- Concern around the loss of beach
- Concern around loss of access to the beach – for swimmers and kayakers
- Would like to see a link to the walkways in the surrounding area
- Concrete barrier between cycleway and cars can be dangerous in that the pedals can catch on the concrete if it isn’t high enough
- Acknowledge that Windy Point is a special case – wider promenade would be good
- Need to consider the wider area & understand the movement of gravels/sediment moving in from the Wairarapa
- Recreational beach popular for swimming but can be dangerous due to sudden drop (caused by movement of gravels)
- Concern that there is no integration with the Wharf area and that there is no safe path for cycling through Days Bay
- Transition from Days Bay to Sunshine Bay corner is very dangerous – would like to see some improvement through the design of shared path
- Business owner in area supports options
- Incorporate fibre installation do avoid road from being dug up again at a later stage
- Interested resident has written a report referencing all reports on beach changes – John Butt (past Chair of the Windy Point residents association - john@jonette.co.nz)
- Penguin nesting area opposite John Butt’s property (#735)
- No specific direction given on what would be preferred option – mixed thoughts

Notes from Map

- Road chainage 4850m-4950m Potential for slow zone (20) through Days Bay.
- Road chainage 4950m-5000m It would be good think around safety/links up through Days Bay.
- Road chainage 5000m-5100m
 - Pinch point is cars/buses cut off your path
 - Try to minimize people crossing the road here – too many traffic accidents



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- This is a “hot” spot for bar car accidents – don’t make worse.
- Road chainage 5150m - this is NOT Windy Point
- Road chainage 5200m – 5300m
 - START Building – The walkway now!
 - The profile of the beach should be raised before the walkway built.
- Road chainage 5300m-5350m – Access for launching kayaks required
- Road chainage 5350m – 5400m – Beach access required between Windy Point and the Star at Days Bay.
- Road chainage 5450m – This is Russo Point
- Road chainage 55000m – Consider connections back to existing

Caroline van Halderen

21/8/17

Attachment: Attendee List (not included in Appendix for confidentiality reasons).
Plans - notes

Meeting Title

Eastern Bays Shared Path

Open Day Meeting Notes

Date/Time: August 26, 2017 / 10:00 AM

Place: Eastbourne Library Meeting Room

Attendees: See attached list (approx. 70 attended although not everyone filled in the attendance list)

Project Team in attendance:

Simon Cager (HCC)

Jamie Povall (Stantec)

Caroline van Halderen (Stantec)

Ginny Horrocks (Chair Eastbourne Community Board)

Derek Wilshere (Eastbourne Community Board)

Notes from Bays/Maps

York Bay

- RE Notes on 'How wide is wide enough'

'My comments are based on experience of having ridden bikes in 2 cycle centric countries; Holland and Denmark.

In both of these countries, you will find a wide variation in cycleway styles and widths, cyclist numbers are not the only criteria. More significantly, the intentions and style of the riders, the existing circumstances of the social and physical environments are all part of the cycleway design.

Copenhagen's "Green Way" a cross city cycle link with traffic in both directions is in places only 2m wide (but with 1,000's of people using it every day, it is usually 3m plus).

The Dutch "Landelijke Fietroutes" (LF), long distance 2 way cycle routes to be used for scenic travel, similar to the intended use of the Round the Bays Cycleway, are often only 1m wide in areas constrained by existing buildings or waterways. Cyclists have to wait to overtake or stop to allow cyclists travelling the other way to pass. In most areas 1.5 to 2m would be the norm.

I have also presented sketches of options for the Shared Way in York Bay, the bay that I am familiar with. The ideas and other options could also be applied to other bays on the route.

I strongly believe we should not be looking for a technical solution, but a living places solution.

I have measured parts of the existing cycleway and I invite you to go out and "try it on for size". Below, I have marked up the sections I have measured and given my opinion.

The proposed path is a "Shared Way" and will need to accommodate walkers (with and without dogs), babies in prams, and others celebrating in the pleasures of our harbor edge, so remember to allow space for them

- *York Bay, South side of bus stop (1.1m wide + outside of yellow line) – OK for single bike, needs more space to pass, or for 2 way use*
- *York Bay, South of boat ramp (1.1m wide + 0.7m outside of yellow line) – OK for single bike, needs more space to pass or for 2 way use*
- *York Bay, South Point (new section 2.7m wide, old section 2m wide + outside of yellow)- New section there is more than enough for 2 way cycling and for walkers, old section needs to take care if walkers are using at the same time as cyclists.*
- *Mahina Bay, North point footpath (1.5m inside kerb to concrete lump) – OK for 2 way as cyclists can move wheels close to each edge, wouldn't work in situations like Pt Howard pipe line cycleway with barriers each side*

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- o *Mahina Bay, near south point (1.5m + 0.8m outside of yellow line = 2.3m total) – OK for 2 way, especially when additional 0.8m of shared space can be used*
- o *Mahina Bay, south point (2.3m + 1.1m outside of yellow line = 3.4m total) – More than enough for all uses. Nice to have areas like the points with extra width.*
- CH# - 2700-2720 – Please keep regularly trimming hill-side vegetation, especially in York Bay
- CH# - 2480-2540
 - Atkinson Tree needs to be removed. It is a major health and safety risk
 - (In relation to above comment) I could not disagree more!
 - The Atkinson Tree is great and should be preserved at all cost!
 - Relocate or remove the tree
- CH# - 2520-2540 – York Bay residents need to get rid of trash and broken boat. Good if paved over
- CH# - 2440-2460 – Width – Vision – Safety for multiple users is what matters. Keep the tree if you can

Sunshine Bay/Mahina Bay

- RE simulated view looking northeast along proposed 3.5m boardwalk
 - Prefer wood but guess it's not stable enough?
 - For 'warriors', this removes existing off-road margin – will be stuck in traffic
 - Wood inserts are slippery when wet.
- CH# - 5240-5260 Path OK on natural beach
- CH# - 5280-5330 – Not ok near rocky areas
- CH# - 5320 – 5340 – Please maintain existing access here
- CH# - 3180-3220 – Railing on seaward side
- CH# - 3300 – Move power pole out of "cycleway" South of bus stop please

Point Howard/Sorrento Bay

- RE simulated view of proposed 3.5m wide shared path (004b)
 - Good width!! Plan for recreational e-bikes
- CH# - 680-700 Good relocation

Days Bay/Windy Point

- RE simulated view looking northeast along proposed 3.5m boardwalk
 - Prefer wood but guess it's not stable enough?
 - For 'warriors', this removes existing off-road margin – will be stuck in traffic
 - Wood inserts are slippery when wet.
- CH# - 5240-5260 Path OK on natural beach
- CH# - 5280-5330 – Not ok near rocky areas
- CH# - 5320 – 5340 – Please maintain existing access here

Lowry Bay

- RE Simulated view of possible 2.5m wide boardwalk option adjacent to beach
 - Prefer aesthetic of timber but it is slippery when wet, and also has a shorter lifespan
 - Can't bike happily on wood
 - Wood is too slippery when wet (and is also bumpy)
- RE Simulated view of proposed shared path project from Lowry Bay adjacent Marine Drive/Cheviot Road intersection looking south (001a)
 - Concrete looks better and can be non-slip
 - Concrete is a safer surface to walk/cycle on
 - Better option for Lowry Bay
- CH# - 1440-1460 Lowry Bay needs cycleway urgently, footpath is too narrow
- CH# - 1520-1540 Wider option enables both cyclists and pedestrians ample room away from road traffic

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- CH# - 1580-1600 Start at Lowry Bay first
- CH# - 1600-1620 Prefer concrete
- CH# - 1680-1700 Existing walkway and pavement too narrow- extremely dangerous

Caroline van Halderen

31/8/17

Attachment: Attendance List (not included in Appendix for confidentiality reasons).

Meeting Title

Eastern Bays Shared Path – Feedback Meeting

Date/Time: Monday
26 August 2017

Place: Eastbourne
Library Meeting
Room

Attendees: See
attached list

Chair:

Derek Wilshere (Eastbourne Community Board)

Ginny Horrocks (Eastbourne Community Board)

Project Team in attendance:

Simon Cager (HCC)
Phil Peet (Stantec)
Caroline van Halderen (Stantec)

Purpose of Meeting

Representatives of each bay to provide feedback on the options presented to them at the bay meetings. present the clear collective view of what the bay wants in vital design aspects. There is a need for the bay to debate and agree a firm position rather than bringing us a multitude of different & conflicting views.

Specifically we wanted a clear direction on:

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

Notes:

Point Howard

- Type of wall - no major concern
- Barrier to be placed between road carriage way and shared path – suggestion that bollards be used instead of armour guard rail
- Bus shelter to remain in existing position
- 2.5m width preference to avoid losing beach; other areas (non beach) 3.5m would be acceptable
- Would like some beach nourishment due to continued loss of sand (as a result of the wharf)
- Pathway to be located between beach and carparks (not between carparks and road)
- Would like benches and planting
- Would like a continuous project (not be staged over a long period of time)
- Retain current access to beach although to change gradient of ramp – too steep and too much of a drop to the beach making it difficult to launch kayaks

Lowry Bay

- Preference for dwarf mass concrete wall - don't support a boardwalk
- Support use of revetment as shown on plan (revetment could be higher)

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- Preference for 2.5m width to avoid encroaching onto beach
- Other sections - 3.5m would be acceptable
- Important to have easy access to beach – retain existing and suggestion of placing accessways at seawall to correspond with the end of each road
- Build pathway asap
- Retain bus shelter in current location

York Bay

- Support a 2.5m width or less if possible to avoid encroaching onto beach
- Would like to see landward side being used wherever possible – realign the intersection at Taungata Road
- Widening to remain within the footprint of the existing wall
- Support a double curve from bus stop northwards
- Support for the single curved wall to the south but questioned whether a dwarf wall would be more convenient (accessibility to beach)
- No support for boardwalk
- Bus shelter & boat ramp can be moved
- Design to be “in tune with the environment” – important to have urban design solution
- Conflicting views on the retention of the Atkinson tree. Got the impression that the preference would be to lose the tree rather than encroach further on the beach
- Questioned whether the groyne would really help with beach movement

Mahina/Sunshine

- Support 2.5m width
- Support the wall type proposed
- Support moving the bus shelter – would like to reuse structure as it is a “work of art”
- Retain access points
- Retain trees
- Crash barrier can be removed
- Fix pinch points as a priority
- Noted a piece of land that is privately owned (Simon aware of this and in discussions with owner)

Days Bay/Windy Point

- Preference for curved wall rather than boardwalk
- Don't want a fence or barrier
- No specific preference for 3.5 or 4.5m width
- Retain ramp/slipway - acts as accessway for penguins

Caroline van Halderen

30/8/17

Attachment: Attendance list (not included in Appendix for confidentiality reasons).

Meeting Notes

Meeting Name	Hutt City Council and Port Nicholson Block Settlement Trust Eastern Bays Shared Path Meeting		
Meeting Venue	Meeting Room, Tramways Building, 1-3 Thorndon Quay, Wellington 6011		
Date	Wednesday 10 May 2017	Time	10am – 11am

Name	Role	Organisation
Aaria Dobson-Waitere	Kaiawhina Taiao - Environmental Assistant	Port Nicholson Block Settlement Trust
Simon Cager	Senior Project Engineer	Hutt City Council
Jo Wilkins	Stakeholder Engagement	MWH now part of Stantec
Caroline Van Halderen	Senior Planner	MWH now part of Stantec

Item	Notes / Action	Who / When
Project overview	<p>Hutt City Council is currently working the way through NZTAs Business Case process to deliver a shared path along the Eastern Bays coast.</p> <p>NZTA and Urban Cycle Fund are co-funders with Hutt City.</p> <p>The front end investigation has been complete (Indicative Business Case phase) and recommended taking two options through to the Detailed Business Case phase – (options 2.5m shared path and 3.5 shared path).</p> <p>There will be an opportunity to see and input into the Preferred Option – this will be developed into a full design and consent sought.</p> <p>At the next meeting we can share concept drawings for further discussion.</p> <p>The project has moved on from last year, the main change from when GHD were involved is that some of the seawall has been declared still fit for purpose. This means that we need to make a strong case for replacement of some wall sections to support a shared walking and cycling path</p> <p>MWHs role – design, planning and consents, engagement. Involvement from other support consultants are still the same (ecological, landscape & visual) and we're working</p>	

	<p>with NIWA – building on what’s already been done. Landscape specialist to address visual concerns.</p> <p>Aaria mentioned NZTA have set up an iwi integration group to talk about transport projects within the region.</p> <p>Aaria talking about the PNBST placing more effort on monitoring effects on Mahinga Kai.</p> <p>Turi at Ngatai Toa has been developing Marine Cultural Health indicators.</p>	
Engagement plan	<p>There has been a long standing Consultation Group who have been providing input for the duration of the project.</p> <p>There was a period of public engagement last year to talk about the options.</p> <p>PNBST will be invited to be involvement in the next workshop (expected late June / early July) focusing on the preliminary design.</p> <p>Not necessary to engage with local Marae.</p> <p>Contact Tenth Trust who own land (but not in this area) Te Atiawa kit e Upoko o te Ika a Maui Potiki Trust – interested in fisheries.</p>	Jo to contact Tenth Trust – provide project information.
Cultural Impact Report	<p>Hutt City commissioned the CIR last year. From PNBST – agree in principle with the contents</p> <p>Aaria – talking to Ngati Toa (Thursday) and will have a korero about the CIR. She will use the opportunity to go through the document with Ngati Toa and provide further input:</p> <ul style="list-style-type: none"> • Is it robust? • Are you in agreement? • Does anything need updating? <ul style="list-style-type: none"> – Any other known sensitivities – Collection of Moana Kai – Access <p>Part of the overall consent process – this would be a supporting document.</p> <p>Aaria – appreciates consent information prior, her role is to process / input on consents on behalf of the Trust: approx. August / September</p>	
Involvement going forward	<p>Next meeting with design concepts (June/July). Possible involvement in workshop two.</p>	Jo to arrange meeting for June or July (w/c 5 June or w/c 21 July)

	<p>Caroline is meeting with Turi, Ngati Toa on Friday. This will be a similar opportunity to talk about the project and we can share notes.</p>	
<p>Meeting close</p>	<p>Aaria is working with Wellington City Council (Sarah Jenkins from GHD and Isthmus). Contributing to design aspects and storytelling along the Great Harbour Way/ Te Aranui o Pōneke. There's an opportunity to implement something similar along the route.</p> <p>Issue about what happens in the beach areas – this is still being worked through (adaptation to the design around York Bay; Lowry Bay and others).</p> <p>Discussion about innovations about things happening around the country.</p>	<p>Jo to type up notes and circulate</p> <p>Caroline to meet with Turi at Ngati Toa and share notes</p>

From: Turi Hippolite
To: [Van Halderen, Caroline](#)
Subject: Re: Eastern Bays Shared Path - consultation with Ngati Toa
Date: Thursday, 22 June 2017 10:05:13 a.m.
Attachments: [image001.png](#)

Kia ora Caroline

Thank you for meeting with us on the Friday the 12th of may to discuss the Eastern Bays shared path.

The need for consultation comes from the statutory acknowledgement for Wellington Harbour, Coastal Statutory acknowledgement and sites of significance in the wider vicinity.

We understand that the shared path project is a mixture of providing accessible walkways and the placement of seawalls to prevent erosion.

Our concerns will be

- any encroachment into the Coastal Marine Area and potential adverse effects on Kaimoana
- potential unearthing of Taonga Tuturu and evidences of early Maori habitation during earthworks.

The are only a few areas encroaching and where there are areas that are susceptible to adverse effects it is mitigated through sediment containment and monitoring
If archaeological material is discovered it be addressed through the implementation of an ADP

We are supportive of the objectives of the shared pathway which will improve accessibility around the coastline and protect it from erosion. The potential for cultural interests to be adversely affected will be minor. We have no further concerns with the Eastern Bays Shared Pathway but understand there will be ongoing dialogue for the design and story telling opportunities.

In regards to the Cultural Impact Report from Ruakura Consultants on behalf of Taranaki Whanui we have no concerns. It shouldn't be necessary to input into the CIR but if something of more depth is required of Ngati Toa then we would rather do our own document.

*Nga mihi,
Turi Hippolite
Resource Management Advisor*

Te Runanga o Toa Rangatira.
Waea pukoro: 0226837714
turi.hippolite@ngatitooa.iwi.nz



From: Van Halderen, Caroline <Caroline.VanHalderen@stantec.com>
Sent: Wednesday, 17 May 2017 10:31 a.m.
To: Turi Hippolite
Cc: Leana Barriball; Wilkins, Joanna; Povall, Jamie
Subject: Eastern Bays Shared Path - consultation with Ngati Toa

Kia ora Turi

Thanks for meeting with me on Friday (12/5) to discuss the Eastern Bays Shared Path and updating you on where we are with the project. As mentioned MWH (now part of Stantec) has taken over this project from GHD (you may have had previous meetings and conversations with Sabrina Young).

The project is part of the Great Harbour Way/Te Aranui o Poneke 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 dependent 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. These designs 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.

We are currently looking at two broad options based on a path width (2.5m and 3.5m) or a combination of widths depending on the design constraints. Specialist investigations are being undertaken at the moment and this information will feed into the design.

We would like to hear your views on the attached draft Cultural Impact Report, which was prepared in July 2016 and would welcome any input from Ngati Toa on the CIA. As discussed, we agreed that a supplementary email setting out your comments would be an efficient way of recording your views on the project, given the difficulty that you experience with high workloads.

We will be working through the design details in future workshops and you are welcome to attend those. We would be keen to understand how you would like to be involved in the project going forward. The intension is to lodge resource consent applications in September and we

would also be seeking your input as part of that process.

We look forward to hearing from you. Please give me a call should you wish to discuss the project (or have any queries), especially relating to the CIA.

Nga mihi,

Caroline



Caroline van Halderen
Senior Planner

Level 13, 80 The Terrace,
Wellington, 6011

Phone: +64 4 381 5716

Caroline.VanHalderen@stantec.com

Please visit www.stantec.com to learn more about how Stantec designs with community in mind.



Meeting Title

Eastern Bays Shared Path – Iwi Consultation
Consultation with Ngati Toa

Date/Time: Friday 11/8/17, 10am

Place: Te Rūnanga o Toa Rangatira, 22 Ngāti Toa Street, Takapūwāhia, Porirua 5240

Attendees: Turi Hippolite (Ngati Toa), Caroline van Halderen (Stantec)

Notes:

The purpose of the meeting was to update Ngati Toa on the Eastern Bays Shared Path and follow up on the meeting we had early in June. The project was progressing well and a series of meetings were being held during August to engage with the community and get their feedback on the options. The project team has developed a number of designs for the two path width options, including options to treat the more sensitive areas around the beaches.

- Shared concept drawings for further discussion. Caroline explained the process this far and that consultation with the community was currently underway.
- The team would like to seek input from Ngati Toa into the preferred option – this will be developed into a full design and consent sought.
- The project team is keen to hear Ngati Toa's views as the project progresses so that where relevant input can be incorporated into the technical information, to select the preferred option in preparation for consents to be lodged later in the year.
- In particular, the project team are keen to know whether Ngati Toa would consider it necessary to update the Cultural Impact Assessment (following up on comments in a previous email – dated 22/6/17).
- Caroline provided hard copy plans of the proposals so that feedback could be provided.

Caroline van Halderen

30/8/17

Meeting Title

Eastern Bays Shared Path – Iwi Consultation

Consultation with Taranaki Whānui (Port Nicholson Block Trust - PNBT)

Date/Time: Tuesday 22/8/17 10am

Place: PNBT Offices, Tramways Building, 1-3 Thorndon Quay, Wellington 6011

Attendees: Aaria Dobson-Waitere (PNBT), Caroline van Halderen (Stantec)

Notes:

The purpose of the meeting was to update Taranaki Whānui on the options being considered, and to seek input into the preferred option – this will be developed into a full design and consent sought.

- Shared concept drawings for further discussion. Caroline explained the process this far and that consultation with the community was currently underway.
- Aaria mentioned that Taranaki Whānui placing more effort on monitoring effects on Mahinga Kai. Access to beach and especially rocky areas is important to allow shellfish gathering.
- Concern about what happens in the beach areas – this is still being worked through (adaptation to the design around York Bay; Lowry Bay and others).
- Taranaki Whānui are happy with the contents of the Cultural Impact Assessment (CIA). She has spoken to Ngati Toa about the (CIA). Suggested that the project team should get a Statement of Association from Ngati Toa re: CIA
- Would like to see an Accidental Discovery Protocol (ADP) included as a condition of the consent.
- Aaria appreciates consent information prior to lodgement, her role is to process / input on consents on behalf of the Trust. This is likely to be during October.
- Aaria is working with Wellington City Council and contributing to design aspects and storytelling along the Great Harbour Way/ Te Aranui o Pōneke. There's an opportunity to implement something similar along the route. This can be done during the implementation stage of the project once consents have been obtained. Further collaboration with iwi will be done at that stage.

Caroline van Halderen

30/8/17