

Summary of Comments and Responses

**Tupua Horo Nuku Eastern Bays Shared Path
Bay Specific Urban Design Protocols
Mahina Bay, York Bay and Whiorau Reserve**



Context

Summary of consultation process

The consultation process for the Northern Bays of Tupua Horo Nuku was expanded to include an extra step prior to the consultation outlined in the consent conditions. This step was added with the aim of increasing the range of engagement beyond the named organisations.

Simplified versions of the Bay Specific Urban Design Plans (BSUDPs) were developed and published on the Hutt City Council website accompanied by a survey which allowed for general public feedback. The questions allowed for open comments on elements of the planned designs that were able to be influenced.

The sequence of events for the consultation on the draft designs for York Bay, Mahina Bay and Whiorau Reserve was as follows:

1. Simplified draft design protocols were prepared
2. The Eastbourne Community Board and Residents Associations were given advance notice of the consultation period
3. Design protocols were shared online via the Hutt City Council website, alongside a survey on the HaveYourSay engagement website.
4. A 25-working-day window for feedback was allowed, and the engagement was promoted publicly throughout this period.
5. Comments summarised anonymously and shared with Residents Associations and Community Board

Consultation then continued in accordance with consent condition LV.6:

1. The BSUDPs were provided to the named organisations with a 15 working day time frame for comments
2. An In-Person Meeting was held with residents of York Bay and Mahina Bay to support the process
3. Due to the inclusion of Whiorau Reserve, the BSUDPs were also sent to the Lowry Bay resident's association for comment on that area and notification was given to the project Little Penguin Interest Group at each phase of consultation.

The comments and responses from both stages have been collated within this report and the BSUDPs will be updated for the next stage.

In response to community feedback during the previous phases of BSUDP consultation, an extra step has been added to the process to further allow for community input into specific elements of the design. This will follow the completion of that which is outlined in the consent conditions and ensures the design continues to reflect the objectives and voice of the community. Option sketches will be developed for areas of the design which gathered strong responses from the community and presented back to them for further comment and collaboration. Following this, the BSUDPs will be updated, finalised, and submitted to the councils for certification in line with the consent conditions.

1. Develop option sketches for elements of design
2. Present options back to the community
3. 15 working day window for comment
4. Update BSUDP
5. Submit for certification
6. Circulate certified BSUDPs back to consulted groups and publish on project website





Timeline for York Bay, Mahina Bay and Whiorau Reserve Consultation

Thursday 20 th October	Early draft design protocols published on website with survey
Thursday 20 th October – Wednesday 23 rd November	Feedback window (25 working days).
Thursday 24 th November	Draft BSUDPs sent to EHEA, ECB, York Bay Residents Association, Mahina Bay Residents Association and Lowry Bay Residents Association
Thursday 24 th November – Wednesday 14 th December	Comments window (15 working days) – The Project team met with members of York Bay, Mahina Bay and the Eastbourne Community Board during this time.
Wednesday 14 th December – Wednesday 18 th January	Feedback from the community is compiled and responses are provided to the issues raised. (20 working days – including Christmas shutdown 23 December – 9 January).
Wednesday 8 th February	Comments and responses document provided
Wednesday 8 th February – Thursday 16 th February	Development and review of option sketches for further community consultation
Thursday 16 th February – Wednesday 8 th March	Final consultation with community on option sketches
Wednesday 8 th March	Final consultation closes
June 2023 (exact date TBC)	BSUDPs finalised and submitted for certification. Once certified, BSUDP to be circulated back to community



Summary Table – online survey feedback

Comment Title	Bay	Description	Response
Pedestrian speed	General	Concerns that there will be conflicts between pedestrians, bikes, etc, all moving at different speeds on path – interest in how this will be managed.	Unfortunately, the constrained nature of the local environment and therefore the room available for the path means that conflicts cannot be completely avoided. Our design uses cultural markings, and other warning markings to slow users at areas of high conflict (i.e. at stair or ramp locations). For areas outside of these locations, the path has clear sight lines that should allow various path users sufficient warning to see possible conflict points ahead and modify their behaviour accordingly.
Beach nourishment	General	Requested for Mahina Bay More information requested as to amount, frequency, longevity One comment against nourishment in York Bay – expensive and likely to fail	Beach nourishment is being undertaken in accordance with consent conditions. There is no additional scope in this project for this to be included for Mahina Bay, but the request has been noted by Hutt City Council for future consideration. Beach nourishment for York Bay will be a one-off deposit. 6 monthly checks will be carried out for two years following the completion of construction in the bay to ensure the actual effect is in line with expectations.

Comment Title	Bay	Description	Response
Speed limit	General	Want reduced throughout area Suggest traffic calming measures into Reserve	Speed limits along Marine Drive have been reviewed by Hutt City Council and recommendations will be presented to the Eastbourne Community Board and the Council. The review was a consent condition of the Tupua Horo Nuku project and is also part of the speed reviews that all local Councils are required to complete around schools and priority roads under the Government's 'Road To Zero' safety programme. Signage and paint markings are included within the design for the reserve to warn motorists of cyclists and pedestrians.
Penguins	General	Concerns for their welfare	Bird Protection Areas are being established throughout the shared path, and measures are in place to protect the penguins during construction, including exclusion zones around known nesting sites.
Italian place names	General	Should be represented alongside English and Māori names	At this stage, the project does not include this type of interpretative signage. The team is looking at other opportunities to share this history.
Emergency access	General	Concerns as to where vehicles can pull over in emergencies	Due to the very constrained nature of the corridor, it is anticipated that vehicles will need to wait for an area to pull over/into safely (on either side of the road) or worst case stop in a live lane. We believe that in many locations this is currently already the scenario that many drivers are faced with.

Comment Title	Bay	Description	Response
Bollards/kerb blocks	General	Hazard for cyclists and drivers – too narrow to move between path and road, and for wheelchairs	Roadside kerb blocks are currently designed to have 0.5m spacing between each 2m long concrete kerb block. These are designed to discourage motorists from entering the shared path and are not intended to allow cyclists to move between the road and the shared path. We have specified that the ends of the kerb blocks are chamfered and painted with a reflective paint. The design team will further assess wheelchair access, and where required, modify the spacings between kerb blocks at discrete locations to provide better access to users.
Double yellows	General	Should be included to limit passing and improve safety	Double yellow lines have been incorporated into the design in areas where an increased risk has been identified.
Planting/trees	General	Concerns around removal of trees throughout bays – key design principle is to retain coastal vegetation Should be retaining all trees and adding more vegetation to proposal Additional planting should take visibility of oncoming cars into consideration Needs to be sustainable and attractive	In response to feedback from the community, the team is exploring ways to retain all the trees currently marked for removal, although priority must be given to safety. Proposed planting through bays has been developed with advice from project ecologists and considering the surrounding environment, user experiences, maintenance, and operations factors.
Later addition of infrastructure	General	Future addition of bins, etc must not obstruct path	All features proposed as part of the project will take this into consideration. Any future additions of infrastructure would be out of the scope of the project.

Comment Title	Bay	Description	Response
Bus shelters	General	<p>Placed on pads above road level</p> <p>Suitable set-back from road</p> <p>Adequate weather protection and size</p> <p>Good visibility</p> <p>Shared path to pass behind shelter</p>	<p>The existing bus shelters will now be replaced with standard GWRC shelters.</p> <p>These will, to the greatest extent practicable, be designed taking into account the following design principles:</p> <p>(a) A preference that the shared path run behind the bus stop/ shelter;</p> <p>(b) The bus stop / shelter will be raised (separated with a kerb from the traffic lane where possible);</p> <p>(c) The bus stop / shelter will be designed in accordance with universal accessibility principles (such as, but not limited to, wheelchair friendly ramps and tactile pavers); and</p> <p>(d) Bus stop / shelter design will be fit for purpose to appropriately protect public transport users from the coastal elements.</p> <p>With these principles in mind, the standard GWRC shelter has been considered the best option.</p> <p>The entrance point will be modified to provide further protection from the elements.</p>
Bus stop location (Northern)	Mahina Bay	<p>Several comments against the relocation of the bus stops</p> <ul style="list-style-type: none"> - Safety risk having northern stop on sharp corner - Too far away from 'beach' area - Takes away parking <p>Couple comments in support of new location – safer option</p> <p>Comment to remove northern one</p>	<p>Bus stop locations are being investigated in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation</p>

Comment Title	Bay	Description	Response
Bus stop location (Southern)	Mahina Bay	<p>Southern stop less accessible for those who live on Mahina Road</p> <p>Split preference regarding location of this stop – some in support, others not</p> <p>Current location is good for beach access</p>	<p>Alternative bus stop locations are being investigated in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation</p>
Ramp location	Mahina Bay	<p>Several comments regarding the location of the ramps being over rocks and a long way from 'beachy' area and community raft storage/launch space. Also concerns it is not an appropriate area to launch a boat.</p> <p>Preference is to retain current location or move closer to bus stop area</p>	<p>Ramp locations will be adjusted in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation</p>
Ramp design	Mahina Bay	<p>Needs to be suitably designed to launch community raft/boat</p> <p>Current design is too narrow</p>	<p>Ramp designs are being refined in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation</p>
Steps location and accessibility	Mahina Bay	<p>Concerns regarding their placement over rocks and whether they will have handrails</p> <p>Preference for handrails on all</p> <p>Preference to have them leading to sandy beach area – where they currently are, or close to there, near Mahina Rd</p>	<p>Step locations will be adjusted in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation</p> <p>Handrails will be included on all steps for safety and accessibility</p>

Comment Title	Bay	Description	Response
Northern rock area	Mahina Bay	<p>Concerns regarding loss of parking in northern Mahina – popular fishing spot. Alternative should be provided nearby</p> <p>Others in favour of removal for safety and ecology</p> <p>Requests to see area upgraded and potentially increase road width round corner to allow for larger vehicles</p>	<p>Vehicle access to this point will be removed due to the relocation of the bus stop. There are 7 alternative car parks within Mahina Bay.</p> <p>A small amount of new planting will be included around the bus stop and a new viewing area with seating and additional planting is proposed.</p> <p>There is no scope in this project for additional upgrading of this area, but the request has been noted by Hutt City Council for future consideration.</p>

<p>Retention of bus shelters</p>	<p>Mahina Bay</p>	<p>Appreciated and supported by residents</p> <p>Unclear how it will be achieved without damage</p> <p>Community want to be aware and engaged regarding any potential damage</p> <p>New shelter needs to protect from the elements</p>	<p>The existing bus shelters will now be replaced with standard GWRC shelters. The option of retaining the existing shelters was assessed extensively by the team. Due to the size and nature of the existing shelters, it was determined that the new shelters provided greater accessibility (by being able to provide ramps and a platform), as well as improved visibility and safety for users.</p> <p>These will, to the greatest extent practicable, be designed taking into account the following design principles:</p> <ul style="list-style-type: none"> (a) A preference that the shared path run behind the bus stop/ shelter; (b) The bus stop / shelter will be raised (separated with a kerb from the traffic lane where possible); (c) The bus stop / shelter will be designed in accordance with universal accessibility principles (such as, but not limited to, wheelchair friendly ramps and tactile pavers); and (d) Bus stop / shelter design will be fit for purpose to appropriately protect public transport users from the coastal elements. <p>With these principles in mind, the standard GWRC shelter has been considered the best option.</p> <p>The entrance point will be modified to provide further protection from the elements.</p> <p>The team will consider how the specific designs and character of existing bus shelters can be incorporated into the design of the new shelters. Options for this will be presented during the next</p>
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Comment Title	Bay	Description	Response
			phase of consultation and the team will develop a process for ongoing collaboration with the community in regards to this.
Power poles	Mahina Bay	Support for undergrounding/relocating to landward side – residents keen to know what will be happening here	Undergrounding is currently outside of the project scope and budget and cannot be completed for aesthetic/visual purposes. However, the team is working alongside Wellington Electricity to conduct an ongoing assessment of options for the power poles in Mahina Bay to determine if this would provide benefits from a construction and operational point of view. More information will be provided by the end of February.
Northern sea wall	Mahina Bay	Requested broken-up section to be removed	An ecological survey has been undertaken to confirm if this will be possible. The rubble found in the northernmost area is of low ecological value and can be moved but the lower-sitting rubble is sheltering valuable habitat and therefore cannot be shifted.
Parking at southern end of Mahina Bay	Mahina Bay	Concerns around loss of parking for people who fish there	Two parking spots are proposed at this location, with others proposed throughout the bay.
Rest area	Mahina Bay	Preferred location next to harbour edge rather than between carparks and path	The rest area has been located between the carparks and path in order to facilitate retention of the tree currently located there.
Seating	Mahina Bay	Replacement seating on beach	Seating is only proposed within the rest areas throughout the path to minimise occupation of the beach space.
Parking opposite Richmond Road	Mahina Bay	Should be removed – takes up too much space Move nearer to northern bus stop	The parking opposite Richmond Road will be retained. Vehicle access around the northern bus stop is planned to be removed.

Comment Title	Bay	Description	Response
Tree in North	Mahina Bay	Request to retain or replace if retention not possible	<p>The tree in the northern section is consented to be removed and is required due to its position clashing with the proposed new seawall.</p> <p>All other trees in Mahina Bay are being retained and two new trees are proposed in the southern section of the bay.</p>
Pedestrian crossing	Mahina Bay	Preference to design for potential future inclusion of one if cannot be incorporated now	The potential future inclusion of a pedestrian crossing, while out of the scope of the project, is being considered while refining the design for the next phase of consultation.
Fencing	Whiorau Reserve	<p>Query around purpose of high fence</p> <p>Request to lower height</p> <p>What will it look like (materials)</p> <p>Preference to move closer to trees – retain space for people to use grassy area and reduce vulnerability for those using roadside path</p> <p>Concerns a solid fence may encourage antisocial behavior in the reserve – has safety and CPTED been considered</p>	<p>The fence is used to prevent penguins from accessing road and being hit by vehicles, as well as encouraging dogs and humans not to wander into nesting areas.</p> <p>In response to community feedback, the fence height will be lowered and moved inwards to allow for a wider footpath on the roadside and retention of some grassy area.</p> <p>The fence will be timber and designed to fit with the urban design theme.</p> <p>The fence is required to be solid to prevent penguins from passing through but other options (e.g. lowering of height) are considered appropriate mitigation to the safety concerns raised.</p>
Rope barriers	Whiorau Reserve	Lack of clarity around purpose of these and how it works to reduce dog presence	Rope barriers are in place to encourage appropriate behaviour from dog owners and others using the area, while also allowing penguins unimpeded access to the water after dark.
Lawn access	Whiorau Reserve	Request to retain some access to the grassy areas for recreational purposes by moving fences inward	The fence will be moved inward to allow for retention of some grassed area

Comment Title	Bay	Description	Response
Gate	Whiorau Reserve	Request for retention	Gate will be retained.
Accessways	Whiorau Reserve	Request to include some paths through reserve	Accessways through the permanent fencing around the reserve will not be incorporated due to their operation as a penguin protection measure. However, the team is working alongside Kororā experts to investigate other ways to retain recreational space within the reserve, and options for this will be presented during the next phase of consultation.
Parking	Whiorau Reserve	Remove some parking to increase recreational space	At this point, no parking is being removed within the reserve but the team will be undertaking some further work to refine the final concept for this area.
Cycle rack	Whiorau Reserve	Request to include one	No cycle racks are proposed for within the reserve but one will be located nearby at the York Bay rest area.
Lighting	Whiorau Reserve	Question as whether it is necessary within reserve – conflicts with penguin use If required, request to have them point inshore	An assessment of the lighting within the reserve has been conducted previously and found that the existing proposal is acceptable for safety and options are being explored to minimise any adverse effects on Kororā. A memo is being prepared summarising this assessment and will be shared with the community by the end of February.
Toilets	Whiorau Reserve	Should be considered due to increased use of area	Construction of toilet facilities is outside of the scope of this project, but the suggestion has been noted by Hutt City Council for future consideration.

Comment Title	Bay	Description	Response
Atkinson Tree	York Bay	<p>One comment in favour of removal – road hazard</p> <p>Preference to relocate on to beach if can't be retained in current location</p> <p>Plant new tree in place</p> <p>Not in favour of signage in place</p>	<p>Options are being developed to allow for the relocation or replacement of the Atkinson Tree in a new location.</p> <p>The team will present these to the community for further comment in the next phase of consultation.</p>
Ramp location	York Bay	<p>Concerns location may be a traffic hazard due to potential for people having to walk boats down the path</p> <p>Have ramp coming off bus stop area – further north</p> <p>Swap location of ramp and steps or retain current ramp location in middle of bay</p>	<p>Ramp locations are being refined in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation</p>
Ramp design	York Bay	<p>Needs to be suitable for boats and community raft – increase width</p> <p>Preference for it to be at right angle to path</p>	<p>Ramp designs are being investigated in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation</p>
Pumping station parking	York Bay	<p>People often park here and dangerously reverse out – request for prevention of this or to incorporate parking in same or nearby location</p> <p>Potential inclusion of a turning area</p>	<p>The team is investigating the potential inclusion of a turning area, or other measures to mitigate the safety risk.</p>
Bus stop location	York Bay	<p>Better link to the opposite path and further north to improve sightlines</p> <p>Move slightly to accommodate potential future pedestrian crossing</p> <p>Unsafe – set-back required from road. Propose that the path be split in two with pedestrian path in front of bus stop and bike path behind</p>	<p>Bus stop locations are being investigated in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation</p>

<p>Bus shelters</p>	<p>York Bay</p>	<p>Two comments in favour of retention of existing</p> <p>Two in favour of new – needs to provide same shelter and views, extend down to ground level and be safe</p> <p>'most' residents happy with new – needs to accommodate 10 people and walls down to path</p> <p>Incorporation of glass panels into new shelter for safety and visibility</p>	<p>The option of retaining the existing shelters was assessed extensively by the team. Due to the size and nature of the existing shelters, it was determined that the new shelters provided greater accessibility (by being able to provide ramps and a platform), as well as improved visibility and safety for users.</p> <p>The existing bus shelters will now be replaced with standard GWRC shelters. These will, to the greatest extent practicable, be designed taking into account the following design principles:</p> <ul style="list-style-type: none"> (a) A preference that the shared path run behind the bus stop/ shelter; (b) The bus stop / shelter will be raised (separated with a kerb from the traffic lane where possible); (c) The bus stop / shelter will be designed in accordance with universal accessibility principles (such as, but not limited to, wheelchair friendly ramps and tactile pavers); and (d) Bus stop / shelter design will be fit for purpose to appropriately protect public transport users from the coastal elements. <p>With these principles in mind, the standard GWRC shelter has been considered the best option.</p> <p>The entrance point will be modified to provide further protection from the elements.</p> <p>The team will consider how the specific designs and character of the existing bus shelters can be incorporated into the design of the new shelters. Options for this will be presented during the next</p>
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Comment Title	Bay	Description	Response
			phase of consultation and a collaborative approach will be sought with the community.
Move road	York Bay	Move Marine Drive 1m over to landward side to allow for retention of Atkinson tree and ramp to beach area	Moving the road was investigated but is not possible for safety reasons. Other options are being investigated to allow for the potential retention of the Atkinson Tree.
Shower	York Bay	Request for free standing fresh water shower (similar to one at Days Bay)	Construction of a fresh water shower is out of the scope of this project, but the suggestion has been noted by Hutt City Council for future consideration.
Path width	York Bay	Request to reduce further to further minimise beach loss Request to keep at 3m to prevent safety issues	Path width will remain at 2.5m useable width in line with previous feedback from community. This has been assessed for safety previously and found to be acceptable.
Pedestrian crossing	York Bay	Request to include or accommodate a possible future inclusion, preferably opposite Taungata Road, where pedestrians cross behind parked buses	The potential future inclusion of a pedestrian crossing, while out of the scope of the project, is being considered and, where possible, the design will be futureproofed to allow installation at a later date.
Rest area	York Bay	Request for decorative paving, interpretive – input from local community as to layout and art Swap to north of bus stop to improve visibility of oncoming buses	The team is happy to work with the community in an ongoing manner to further develop these elements. A process for collaboration will be put together by the project team.
Steps	York Bay	Need to be accessible for all age-groups and request for handrails Retain those near bus stop	Handrails will be included on all steps for safety and accessibility. There will be beach access included at the bus stop rest area in the form of either steps or a ramp.

Summarised comments – Mahina Bay Residents Association

Comment Title	Description	Response
North bus stop	<p>Safety concerns with bus stop being on tight corner. Preference is to leave in current location or move slightly north with path passing behind shelter</p> <p>Could be acceptable to move south with safety analysis</p>	<p>Bus stop locations are being investigated in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation</p>
Parking	<p>Preference for five parks further south to be placed at northern point instead</p>	<p>Vehicle access to the northern point is being removed. The parking spaces will be retained opposite Richmond Road.</p>
Power poles	<p>Strong preference for undergrounding</p>	<p>Undergrounding is currently outside of the project scope and budget and cannot be completed for aesthetic/visual purposes. However, the team is working alongside Wellington Electricity to conduct an ongoing assessment of options for the power poles in Mahina Bay to determine if this would provide benefits from a construction and operational point of view. More information will be provided by the end of February.</p>
Tree protection	<p>Strong preference for all trees along bay to be retained or replaced and for additional shade trees to be included at beach area</p>	<p>The tree in the northern section is required to be removed due to its position clashing with the proposed new seawall. All other trees in Mahina Bay are being retained and two new trees are proposed in the southern section of the bay.</p>
Ramp location	<p>Shift location to close to current ramp, onto sandy part of beach</p>	<p>Locations of ramps are being investigated in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation.</p>
Ramp design	<p>Needs to be useable for launching boats and community raft – concerns it is too narrow, particularly with addition of handrail</p>	<p>Design of ramps is being refined in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation.</p>
Steps	<p>Preference for steps in same or similar location to existing – leading to swimmable part of beach</p>	<p>Locations of steps are being adjusted in response to feedback from community.</p> <p>The team will develop options and present these to the community</p>

		for further comment in the next phase of consultation.
Beach enhancement	Request for beach nourishment to be provided here	There is no provision for beach nourishment to be provided in Mahina Bay. This is in accordance with the consent conditions. The request has been noted by Hutt City Council for future consideration.
Bus shelter	<p>Further assessment requested as to whether existing can be shifted and kept intact (or some of it). However, do not want to retain existing at expense of useable beach area</p> <p>New shelter would need protection from waves</p> <p>Protect some of the history of existing shelter through copying art on to new</p>	<p>The team has further investigated and determined the existing shelter cannot be retained due to their size and nature. There is potential to remove and keep intact for community to use in some other way and happy to discuss this further.</p> <p>The existing bus shelters will now be replaced with standard GWRC shelters.</p> <p>These will, to the greatest extent practicable, be designed taking into account the following design principles:</p> <ul style="list-style-type: none"> (a) A preference that the shared path run behind the bus stop/ shelter; (b) The bus stop / shelter will be raised (separated with a kerb from the traffic lane where possible); (c) The bus stop / shelter will be designed in accordance with universal accessibility principles (such as, but not limited to, wheelchair friendly ramps and tactile pavers); and (d) Bus stop / shelter design will be fit for purpose to appropriately protect public transport users from the coastal elements. <p>With these principles in mind, the standard GWRC shelter has been considered the best option.</p> <p>The entrance point will be modified to provide further protection from the elements.</p> <p>The team is happy to continuously engage with the community on developing potential options for artwork on the shelters</p>
Bus stop location (southern)	Happy with new location unless way of retaining existing shelter is found	Due to the inability to retain the existing bus shelter and provide an accessible bus stop, the

		location of the southern bus stop will remain as proposed.
Rubble at north end	Request to remove	An ecological survey has been conducted to determine whether or not this will be possible. The rubble found in the northernmost area is of low ecological value and can be moved but the lower-sitting rubble is sheltering valuable habitat and therefore cannot be shifted.
Pedestrian crossing	Would like to have one built in future – request that design of path would not impact that	The potential future inclusion of a pedestrian crossing, while out of the scope of the project, is being considered while developing options for next phase of consultation.

Summarised comments – York Bay Residents Association

Comment Title	Description	Response
Planting	<p>Strong preference to retain or replace all trees with any new planting considering survival likelihood and maintenance</p> <p>Two new trees proposed to provide shade for beach area</p>	<p>The relocation or replacement of the Atkinson Tree is being investigated in response to feedback from the community, including addressing the issue of a lack of shade on the beach.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation.</p> <p>All other trees within York Bay are proposed to be retained.</p>
Materials	Good quality timber should be used to ensure longevity	<p>Good quality timber will be used for required elements.</p> <p>Maintenance was considered when developing the materials palette for the shared path.</p>
Urban design and cultural narrative	Request to be included in ongoing development of urban design and cultural elements, including design and location	The team is happy to work with community to further develop these elements and will set out a process for ongoing collaboration.
Ramp location	Preference for ramp to be located where steps are currently proposed, in area which facilitates beach access for boats and raft	<p>Locations of ramps are being adjusted in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation.</p>
Ramp design	Needs to provide for community raft	Design of ramps are being adjusted in response to feedback from community.

		The team will develop options and present these to the community for further comment in the next phase of consultation.
Steps location	Move to southern end (where ramp is currently proposed)	Locations of steps are being adjusted in response to feedback from community. The team will develop options and present these to the community for further comment in the next phase of consultation.
Step design	Request for handrail	Handrails to be included on all steps for safety and accessibility.
Balustrade	No higher than 1.1 to comply with NZBC F4	The height of the balustrades is set at 1.2m, which aligns with minimum guidance for shared paths/cycleways (Austroads Part 6a-17).. It is a legal requirement to include features that prevent people from falling from heights of 1m or more, where serious injuries could result – particularly to children or other vulnerable people In some places this can be achieved by using a wider ‘step’ or ledge in the double-curve seawall design. This takes up space and the footprint over which the shared path can be built is limited. The New Zealand Building Code requires that any new structure with a potential fall from height of greater than 1 metre have fall prevention measures (generally balustrades). In the situation where balustrades have been specified on this project, there is insufficient space to allow for the wide fall mitigation platforms (as used elsewhere) to be used without considerable encroachment into the coastal marine area (CMA)
Pedestrian crossing	Design to accommodate future-proofing for potential inclusion of this	The potential future inclusion of a pedestrian crossing, while out of the scope of the project, is being considered while developing options for next phase of consultation.
Fencing – Whiorau Reserve	Concerns around height and proximity to road	The fence height will be lowered in response to community feedback, to allow for increased

		visibility and a wider footpath on the roadside.
Grassed areas – Whiorau Reserve	Request to maintain some of this area for recreation	The fence will be moved slightly inward to retain some grassy area.
Shared path entrance – Whiorau Reserve	Request to move further north	This entrance will be retained in its proposed location but the team is investigating options to include more recreational space within other areas of the reserve.
Lighting – Whiorau Reserve	Consideration for light pollution and penguin protection	An assessment of the lighting within the reserve has been conducted previously and found that the existing proposal is acceptable for safety and options are being explored to minimise any adverse effects on Kororā. A memo is being prepared summarising this assessment and will be shared with the community.
Atkinson tree	Preference to relocate/replace with measures in place to maximise survival chance	<p>The relocation or replacement of the Atkinson Tree is being investigated in response to feedback from the community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation.</p>
Bus shelter	New shelter needs to be weather proof and accommodate increasing numbers, good visibility and compliant with CPTED (Crime Prevention Through Environmental Design)	<p>The existing bus shelters will now be replaced with standard GWRC shelters. The option of retaining the existing shelters was assessed extensively by the team. Due to the size and nature of the existing shelters, it was determined that the new shelters provided greater accessibility (by being able to provide ramps and a platform), as well as improved visibility and safety for users.</p> <p>These will, to the greatest extent practicable, be designed taking into account the following design principles:</p> <ul style="list-style-type: none"> (a) A preference that the shared path run behind the bus stop/ shelter; (b) The bus stop / shelter will be raised (separated with a kerb from the traffic lane where possible); (c) The bus stop / shelter will be designed in accordance with universal

		<p>accessibility principles (such as, but not limited to, wheelchair friendly ramps and tactile pavers); and (d) Bus stop / shelter design will be fit for purpose to appropriately protect public transport users from the coastal elements.</p> <p>With these principles in mind, the standard GWRC shelter has been considered the best option.</p> <p>The entrance point will be modified to provide further protection from the elements.</p> <p>The team will consider how the specific designs and character of the existing bus shelters can be incorporated into the design of the new shelters. Options for this will be presented during the next phase of consultation and a collaborative approach will be sought with the community.</p>
Bus stop location	Request to move to accommodate potential future pedestrian crossing	<p>Bus stop locations are being refined in response to feedback from community and attempts to accommodate a future pedestrian crossing.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation</p>
Mahina/York point	Need to consider safety with bus stop design and enhancement of gravel parking area	<p>Bus stop locations are being investigated in response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation.</p> <p>A small amount of new planting will be included around the bus stop and a new viewing area with seating and additional planting is proposed.</p> <p>There is no scope for additional upgrading of this area because vehicle access to the point will be removed.</p>

Summarised comments – Eastbourne Community Board

Comment Title	Bay	Description	Response
Power poles	Mahina Bay	Support for undergrounding/relocation	Addressed in responses to Residents Association
Rubble removal	Mahina Bay	Support RA proposal for removal	Addressed in responses to Residents Association
Ramp/steps location	Mahina Bay	Support RA proposal	Addressed in responses to Residents Association
Pedestrian crossing	Mahina Bay	Support RA proposal	Addressed in responses to Residents Association
Northern bus stop	Mahina Bay	Preference to remove if in accordance with residents wishes Safety concerns with location	Bus stop locations are being investigated in response to feedback from community. The team will develop options and present these to the community for further comment in the next phase of consultation
York Bay	York Bay	Support submission made by residents	Addressed in responses to Residents Association
Protection area	Whiorau Reserve	Concerns the proposed area exceeds that required by consent and creates safety issues with narrow footpath and high fence	The fence will be lowered and moved inward to mitigate safety concerns
Entrance	Whiorau Reserve	Safety concerns with proximity of shared path to reserve entrance and speeding vehicles	Improvements are being incorporated alongside input from kororā experts in response to community feedback.

Summarised comments – East Harbour Environmental Association

Comment Title	Bay	Description	Response
Atkinson Tree	York Bay	Request for independent expert advice to explore options for retaining tree in current location	Options are being developed to allow for the relocation or replacement of the Atkinson Tree in a new location. The team will present these to the community for further comment in the next phase of consultation.
Bus stop locations	General	Preference to have them in locations that provide	Bus stop locations are being investigated in

		<p>for future inclusion of pedestrian crossings</p> <p>Further north in York Bay</p>	<p>response to feedback from community.</p> <p>The team will develop options and present these to the community for further comment in the next phase of consultation</p>
Bus shelter design	General	<p>Preference to see shelters with adequate road setback, protection from weather, good visibility and size and promote use of buses</p> <p>Concerns that standard GWRC shelter will not meet these requirements</p>	<p>The existing bus shelters will now be replaced with standard GWRC shelters.</p> <p>These will, to the greatest extent practicable, be designed taking into account the following design principles:</p> <ul style="list-style-type: none"> (a) A preference that the shared path run behind the bus stop/ shelter; (b) The bus stop / shelter will be raised (separated with a kerb from the traffic lane where possible); (c) The bus stop / shelter will be designed in accordance with universal accessibility principles (such as, but not limited to, wheelchair friendly ramps and tactile pavers); and (d) Bus stop / shelter design will be fit for purpose to appropriately protect public transport users from the coastal elements. <p>With these principles in mind, the standard GWRC shelter has been considered the best option.</p> <p>The entrance point will be modified to provide further protection from the elements.</p>
Ramp locations	General	<p>Preference for them to be located at points where boats will be brought down and at right angles to path</p>	<p>Ramp locations are being adjusted in response to feedback from community.</p> <p>The team will develop options and present</p>

			these to the community for further comment in the next phase of consultation
Steps locations	General	Preference for them at beach ends and bus stops (unless ramp exists)	Step locations are being adjusted in response to feedback from community. The team will develop options and present these to the community for further comment in the next phase of consultation
Rope barriers	Whiorau Reserve	Concerns as to effectiveness	The rope barriers are intended to encourage appropriate behaviour rather than prevent dogs and people from entering the area. Penguins need to be able to pass under them to access the water.
Toilets	Whiorau Reserve	Preference for construction of these to be included	Construction of toilets is out of scope of this project, but the request has been noted by Hutt City Council for future consideration.

Summarised comments – Lowry Bay Resident’s Association

Comment Title	Bay	Description	Response
Fencing	Whiorau Reserve	Concerns it is too high and too close to the footpath leading to a narrow roadside footpath and poor visibility	The fence height will be lowered and moved inwards to mitigate safety concerns
Lighting	Whiorau Reserve	Consideration as to whether lighting is necessary due to increased light pollution that would result. Preference for it to point inshore if required.	An assessment of the lighting within the reserve has been conducted previously and found that the existing proposal is acceptable. A memo summarising this assessment is being prepared and will be shared with the community.
Entrance	Whiorau Reserve	Safety concerns with proximity of shared path to reserve entrance and speeding vehicles	Improvements are being incorporated alongside input from kororā experts in response to community feedback.

Rope barrier	Whiorau Reserve	Concern as to whether they will function to keep dogs out of protection area.	Rope barriers are in place to encourage appropriate behaviour from dog owners and others using the area, while also allowing penguins unimpeded access to the water after dark.
Toilets	Whiorau Reserve	Preference for construction of these to be included.	Construction of toilets is out of scope of this project, but the request has been noted by Hutt City Council for future consideration.

Summarised comments – Little Penguin Interest Group

Comment Title	Bay	Description	Response
Path Alignment	Whiorau Reserve	Strong preference to see the path run alongside the roadside rather than through Reserve – current alignment undermines the purpose of the fencing and rope barriers and compromises the safety of Kororā as they would have to cross the shared path to access the water.	The path alignment is determined by the scope outlined within the consent and the current proposal reflects that. At this stage, the team is unable to change the alignment to have the path run along the roadside. However, they acknowledge the benefits of this alternative in regards to penguin protection and are willing to explore the possibility if instructed by council. They will also work alongside the Little Penguin Interest Group to investigate other ways to mitigate the issues raised.
Fencing	Whiorau Reserve	Needs to be solid, reach to the ground, with no breaks. Small gaps are permissible so long as pre-fledged chicks cannot pass through. Could be angled for further safety although setback from road should be appropriate mitigation.	The fence is being designed to meet these specifications. There will be no breaks in the fence. Determined that the setback from the road was adequate to mitigate any safety concerns.
Rope barrier	Whiorau Reserve	This is counterintuitive if the path is running through the reserve – see above comment regarding path alignment.	See above response.