

Project newsletter

Tupua Horo Nuku

Eastern Bays Shared Path

We are nearing the beginning of construction on Tupua Horo Nuku, with work anticipated to begin in the southernmost bays of Mā-Koromiko (Windy Point) and Sunshine Bay in August. Some preliminary works will take place first in both bays, and from there it is predicted that each bay will take 5-6 months. Mā-Koromiko will be completed first.



Tupua Horo Nuku Eastern Bays Shared Path

Join our community information session

You are invited to join us at our community information session about construction in person or on a live-stream on the Hutt City Council Facebook page.

Location

St Ronan's Church and live-streamed

Date

7:30pm
Thursday 11 August

Details can be found on the project website hutt.city/tupuahoronuku

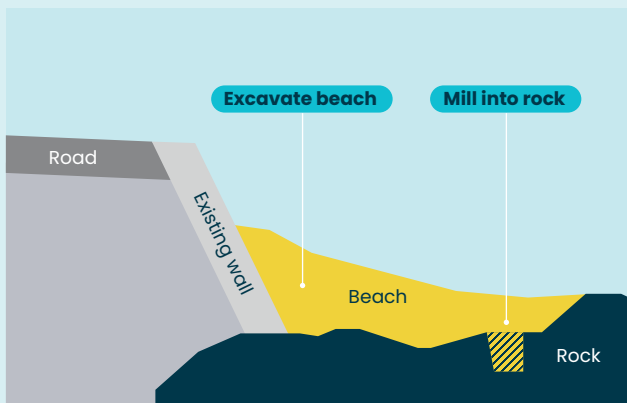
Construction overview

Construction consists of replacing or improving the existing seawall along the coastal edge before creating the new shared path on top of it.

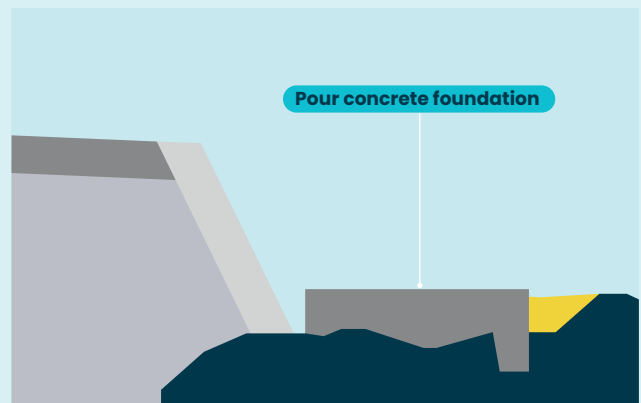
Construction of the seawalls and shared path will move progressively along the bays, and will include the steps shown below.



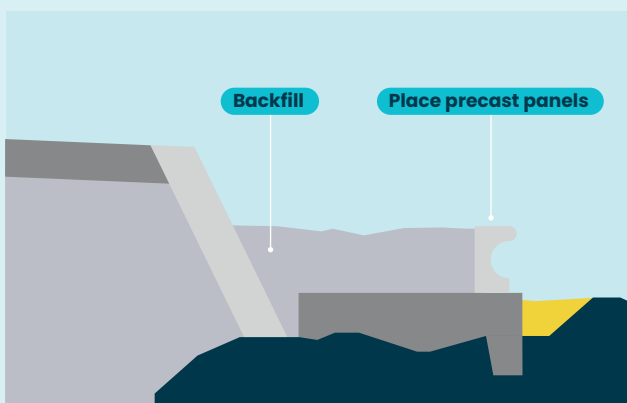
A visualisation of the sea wall and shared path



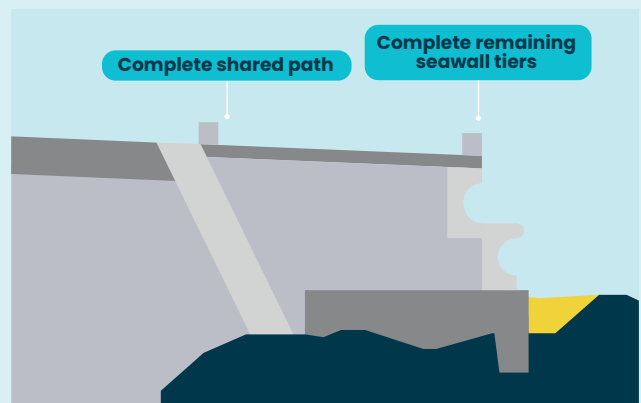
- 1 The beach gravels will be excavated down to the rock platform underneath which a small section will be milled out to protect the structure from the future erosion of the foreshore.



- 2 A concrete foundation will then be poured to provide a stable layer for the pre-cast seawall panels to be placed onto.



- 3 These precast panels will be held in place while another layer of concrete is poured behind it.



- 4 This process will then be repeated for each of the remaining tiers up to a maximum of three tiers. This new coastal edge will then form the base for the construction of the shared path.

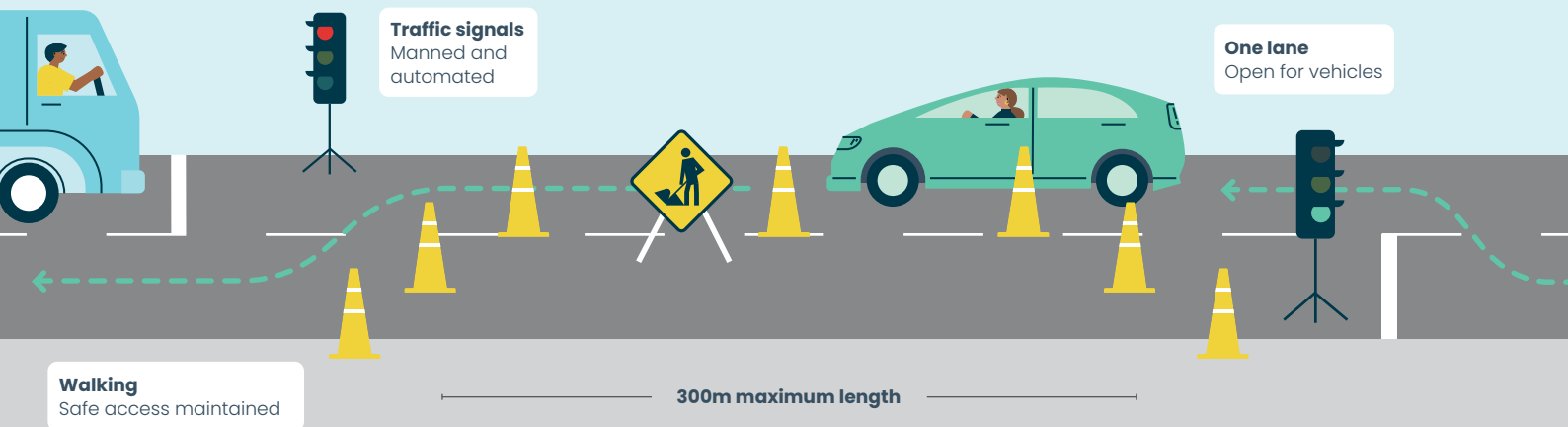
Traffic changes during construction

The works will be completed under a 24/7 lane closure to ensure the project can be completed as quickly and efficiently as possible. This lane closure will provide working space to allow machinery and trucks to safely move along the site.

The maximum length of the lane closure at any time will be 300m and it will be managed using a combination of manned traffic signals during working hours and during peak traffic, and

automated traffic lights outside of this. Manned traffic signals may be either stop-go signs or manually controlled lights. There will also be a temporary roundabout installed at the southern end of Marine Drive at the intersection between Marine Drive, Marine Parade and Muritai Road. This will provide a safe turning point for heavy vehicles.

For further safety, we will be reducing the speed limit to 30km/h through the work area. There will also be a protected section for pedestrians to pass around the work site in areas where they cannot be diverted on to a landward footpath.



Developing key design plans

We have been working to develop the design plans which will shape the look and feel of the shared path.

There are certain plans which are developed in consultation with specific groups in the community. The Landscape and Urban Design Plan (LUDP) provides an overall design framework for the project and its key features. This was completed in late 2021 incorporating feedback from the Open Day held in October, and workshops held in November.

Building on the LUDP, Bay-Specific Urban Design Plans (BSUDPs) set out details for each of the bays within the project. We have been developing the BSUDPs for the two southern bays. We recently completed consultation with residents of these areas, the Eastbourne Community Board and East Harbour Environmental Association on the plans.

BSUDPs for the remaining bays will be developed ahead of construction in each. We will be working with residents' associations to ensure each bay's voice is represented in the development of the plans.

Protecting the environment

We will be putting significant measures in place to manage and protect the coastal environment during the construction works.

These include the identification of nesting sites for Korōra/Little Penguins and shoreline foragers prior to construction to allow for the installation of exclusion zones around these locations. There will also be welfare checks carried out for the duration of construction works.

One such survey was undertaken recently on Tupua Horo Nuku with Mena the Conservation Dog investigating areas that have been previously identified as possible nesting sites. Mena locates the presence of Kororā/Little Penguin through scent before alerting her trainer through a combination of passive indications so as not to disturb the site.

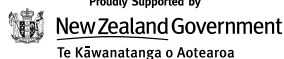
Dogs have been used for the detection of protected species for many years and have been shown to be extremely effective. Mena is a key member of the



Mena the Conservation Dog

Kaikōura penguin research programme, while also assisting other projects around the country.

Other environmental protection measures include a ban on storing materials or refuelling vehicles within the coastal marine area and procedures to ensure the careful management of sediments and silts. Construction noise and vibration will also be monitored and impacts from these will be minimised as much as possible.



Find out more

Contact us if you have any questions for the project team:

0800 135 255
tupuahoronuku@huttcity.govt.nz

Find out more about the project, and subscribe to email updates on our website

hutt.city/tupuahoronuku

Tupua Horo Nuku Eastern Bays Shared Path is being designed and built on behalf of Hutt City Council by Te Ara Tupua Alliance, a team made up of Waka Kotahi, Downer NZ, HEB Construction and Tonkin + Taylor.

The names Tupua Horo Nuku and Te Ara Tupua were gifted to the project by iwi mana whenua, Te Ati Awa Taranaki Whānui.

The project has received funding from the Government's Infrastructure Reference Group COVID-19 Recovery Fund, in combination with matched funding from Waka Kotahi and Hutt City Council.