

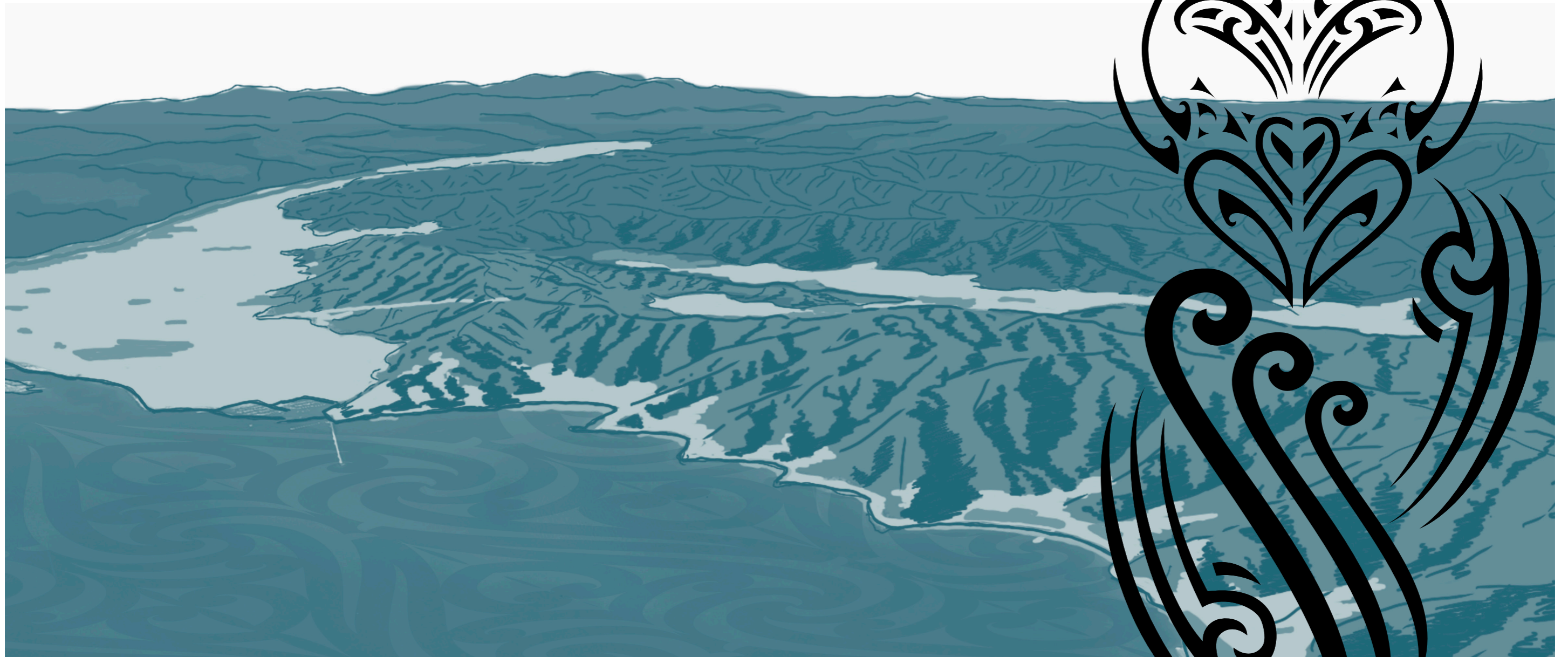
# Tupua Horo Nuku.

## Whiorau Reserve - Design Protocols

### Eastern Bays Shared Path

#### NKP-TAT-THN-PLN-LS-LS-000003.

27 March  
2024



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# Tupua Horo Nuku. Eastern Bays.

The Eastern Bay area encapsulates many wahi tapu from Te kongutu o Te Awa Kairangi to Te Waha o te Ikanui. Its beginnings emanate out of the power and mana of Tupua-horo-nuku (evolving mass of solid matter), known as the tupua, Ngake.

Instructed by the mountain clan people who were summoned to the head of the fish, gathering on Pukeatua where they were gifted the appropriate incantations to prise open the mouth of the great catch of Māui-tikitiki-a-Taranga to enable it to breathe again, where they summoned from the great depths of Rua Tupua and Rua Tawhito of the fresh water lake who brought forth Tupua-horo-nuku and Tupua-horo-rangi.

**Tupua-horo-nuku, Tupua-horo-rangi  
Tai kukume mai takiwā ia mouri e runga  
Kia horo wawe mouri e raro koi ikaroa<sup>1</sup>**

***The narrative of the eastern bay speaks of and highlights  
“te ihi, te wehi me te mana nui o Tupua-horo-nuku.”***

Te Awa Kairangi, formed out of the raging whip lashing tail of Ngake as he wound himself up into a frenzy, generating and amassing energy and power, splitting the land mass immediately behind him lacerating Papatūānuku, imbuing “te ara mouri” inland to the Tararua and Remutaka. Whilst at the same time hurling himself towards the barriers hearing the pounding and thunderous waves smashing in the distant. Smashing his way out from his land lock imprisonment to freedom unto Hinemoana and

<sup>1</sup> He karakia nō te kainga

<sup>2</sup> He karakia nō te kainga

<sup>3</sup> He karakia nō te kainga

Tangaroa. In his destructive escape came forth the islands of the harbour later to be named by Kupe the pacific navigator, and as centuries passed the peopling of Te Wai-manga arrived gifting new names later to be suppressed through imperialistic and colonial methodologies which are still impacting on us since their arrival in 1769.

**Tēnei te ara kei runga  
Tēnei te ara o Ranginui e tū nei  
Tēnei te ara o Papatūānuku e takoto nei...<sup>2</sup>**

**Ripiripia te ika nui  
Haehaea te ika roa  
Ka hora, ka hora te kai ki a Tamanuiterā  
Ka hora, ka hora te kai ki a Tāwhiri-mātea...<sup>3</sup>**

Immediately following the severing, Hine-wai-tootaa and Hine-kōrako went about their duties caressing and gently healing Papatūānuku. Calling upon their sister Hine-wairere they asked her if she could follow the scarification marks of Papatūānuku until she was fully covered to sooth her skin to ease the pain. To this day they still nurture and care for her.

Te Awa Kairangi like many rivers began its life through the kuia Hine-wai-tota, Hine-kōrako and Hine-wairere, being the ancestress of condensation, lunar droplets and water flow gathering on the many peaks on both sides of the river. Fed by melting snow, ice and rainwater running off the land, the collective

of droplets follows cracks and crevices within the landscape formed out of the raging whip lashing of the tail of Ngake (seismic activity) in his attempt to escape to freedom from his land lock lake imprisonment.

The many small tributaries joining together growing larger forming the collective mass of Te Awakairangi, flowing every second of the day. The following whakatauaaki encapsulates who the people of Te Ātiawa are and our responsibility for the water and the whenua.

**Te Ātiawa tupua rau, he auripo i te manga iti, he auripo i te manga nui rānei, he kaitiaki ki te whenua <sup>4</sup>**

Te Ātiawa of many phenomena's, where there is a ripple in a small tributary or great river, there is a guardian and protector on the land.

Over time the continuous flow of Te Awa Kairangi has shaped the landscape moving and wearing away rock, carving out a network of valleys eventually reaching the lower grounds, widening and reaching the point where the fresh water meets the salt water.

**Whakapakarukaru puare te waha o te ika roa  
Te hononga o ngā wai e rua...<sup>5</sup>**

The Eastern Bay commences at the meeting of the waters.

<sup>4</sup> Nā Kura Moeahu whakahi

<sup>5</sup> He karakia nō te kainga

# Tupua Horo Nuku. The Pathway.

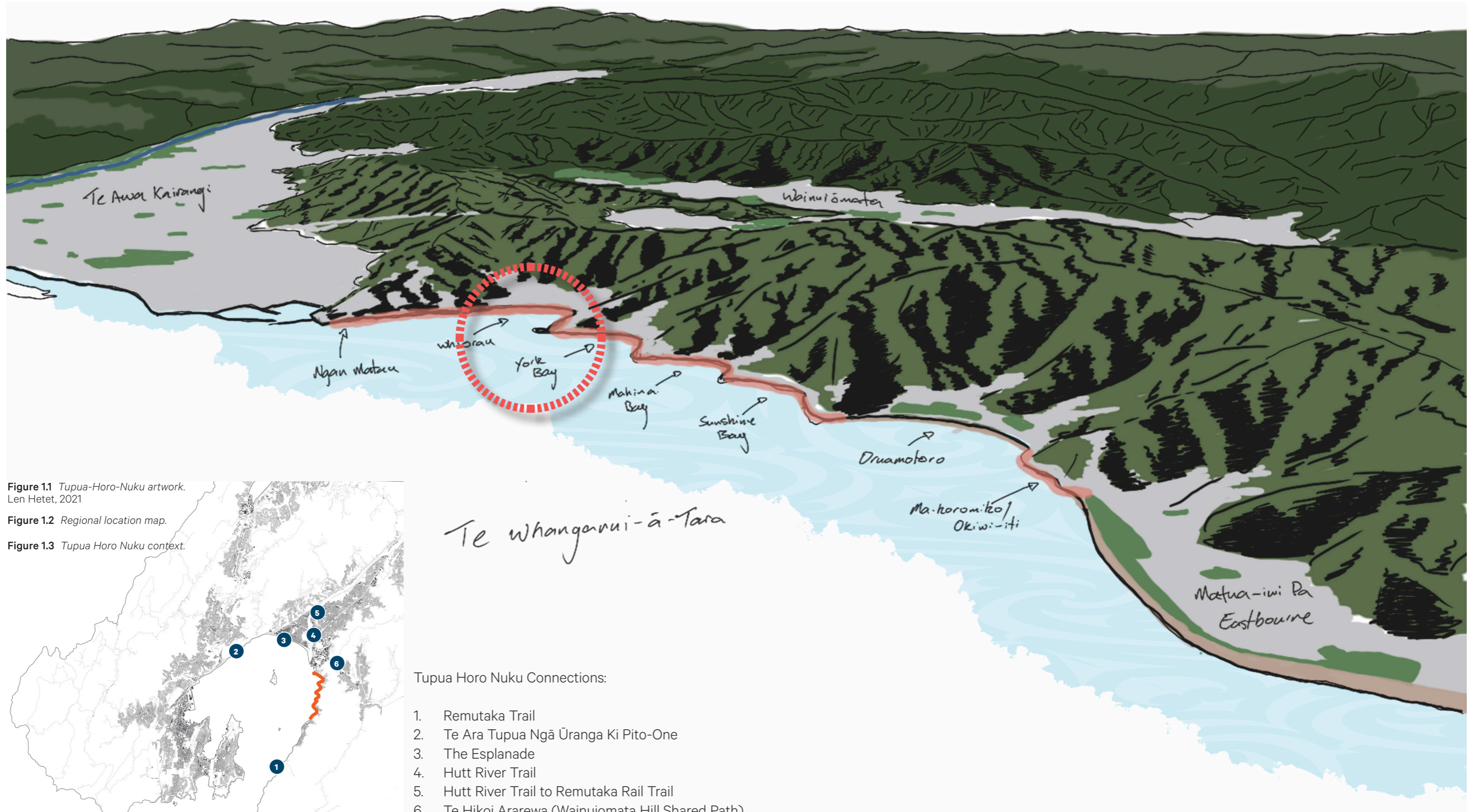
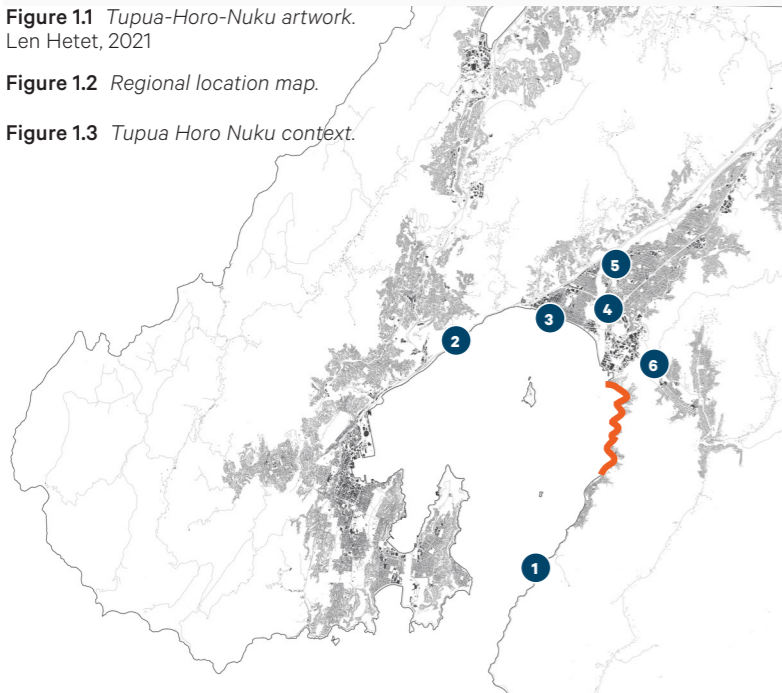


Figure 1.1 Tupua-Horo-Nuku artwork.  
Len Hetet, 2021

Figure 1.2 Regional location map.

Figure 1.3 Tupua Horo Nuku context.



Tupua Horo Nuku Connections:

1. Remutaka Trail
2. Te Ara Tupua Ngā Ūranga Ki Pito-One
3. The Esplanade
4. Hutt River Trail
5. Hutt River Trail to Remutaka Rail Trail
6. Te Hikoi Ararewa (Wainuiomata Hill Shared Path)

# Introduction.

## Purpose & Objectives

The purpose of the Bay Specific Urban Design Plan (BSUDP) is to provide bay specific detailed design for the project responding to local landscape character, identity and land use, in the broader context of the Landscape and Urban Design Plan (LUDP).

Consent conditions for the Eastern Bays Shared Path (Tupua Horo Nuku) guide the content of the BSUDP and the preceding LUDP. The conditions outline the purpose of the management plans, the contents of the plans, expert inputs, stakeholders to be consulted, the approval and certification process and how to manage disputes. Community aspirations, engineering constraints with urban design and landscape layers are applied to achieve a unique bay specific design, integrated with the Eastern Bays Shared Pathway.

## Relevant Consent Conditions

**LV.5** The LUDP shall include the final BSUDPs for each bay within the Project area. The final BSUDPs shall address detailed design within the particular bay for the benefit of pedestrians, cyclists and others using the local road network as well as the specific urban design, landscape, ecology and recreational amenity matters (including those listed in Condition LV.7) as relevant to the particular bay.

The final BSUDPs may be prepared later and added to the LUDP on a staged basis if the Construction Works are staged bay by bay and individually certified under Condition LV.6.

**LV.6** The BSUDPs shall be prepared by the Consent Holder in two stages for each bay:

(a) Stage 1: A draft design protocol that sets out the priorities for the bay design in terms of engineering, safety and access and mobility requirements as well as ecology, natural character, landscape, urban design and recreational amenity elements and issues. The draft design protocol shall provide visual representations of best practice on comparable coastal shared path projects to demonstrate the level of design to be targeted. The protocol shall be provided to the relevant Resident Association for the affected bay (if any) The East Harbour Environment Association and the Eastbourne Community Board for comments (if any) within 15 working days from receipt.

Any comments received, and the Consents Holder's response and reasons if they are not accepted, are to be provided to the Manager, Environmental

Regulation, and Team Leader, Resource Consents alongside the draft design protocol, within 20 working days from receipt of the comments.

(b) Stage 2: The final BSUDPs are to be certified either on their own (in accordance with Condition GC.5) or, if included in the initial LUDP, when the LUDP is certified under Condition LV.1.

**LV.7** The BSUDPs shall include specific landscape and urban design details for:

- (a) Seawall structures, including transition zones between seawall types and transitions between natural or rocky areas and seawall structures;
- (b) Beach access including steps, ramps and associated handrails where required, **so that people wishing to access the beach can do so safely;**
- (c) Safety barriers and railing and screening barriers between important habitat for Shoreline Foragers and the shared path;
- (d) The treatment of stormwater structures at the coastal interface;
- (e) Little Penguin and Shore Forager related structures including penguin passage elements, ramps, nests, boxes and wooden poles for roosting;
- (f) Planting treatment;
- (g) The treatment of existing trees and existing landscape and natural features;
- (h) The design and area of space available for recreational amenity activities;
- (i) The design and orientation of features, spaces and access points;
- ~~(j) The design of bus stops/shelters to enhance safety and minimise risk for all users of the Shared Pathway and the road;~~
- (j) ~~(k)~~ Refuge and seating opportunities, including size and arrangement of space to allow for stopping and gathering at frequent intervals distributed along the route;
- (k) ~~(l)~~ Signage ensuring their consistency along the shared path, including branding and reduction of visual clutter;
- (l) ~~(m)~~ Storyboards;
- (m) ~~(n)~~ Surface treatments; **and**
- (n) Any other relevant matter for that bay necessary to achieve the purposes of the LUDP in condition LV.2.

## Structure

In satisfying Conditions LV.5 - LV.7 of the Resource Consent the Draft Design Protocol process informing the BSUDPs is:

- Illustrate bay locations and describe the landscape context.
- Ascertain draft priorities for each bay. Priorities include issues involving: safety, access and mobility; engineering; ecology; natural character; landscape; urban design; and recreational and amenity elements.

- Show visual representations of best practice through precedent examples of comparable shared path projects.
- Outline landscape and urban design approaches and principles for each bay to set the scene for design plans and details.
- Develop an illustrative schematic plan for each bay.

## Consultation.

The consultation process for the Mahina Bay, York Bay and Whiorau Reserve sections 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 which was summarised 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

The project team's responses to both rounds of community feedback have been collated and are outlined below in Table 1.

#### **Timeline for Mahina Bay, York Bay and Whiorau Reserve consultation**

This timeline outlines the dates on which the consultation above was completed, including the consultation with the LPIG.

##### Thursday 20th October – Wednesday 23rd November 2022 (Completed)

Draft BSUDPs published on HaveYourSay website for public feedback (window of 25 working days).

##### Thursday 24th November – Wednesday 14th December 2022 (Completed)

Draft BSUDPs sent to EHEA, ECB, York Bay Residents Association, Mahina Bay Residents Association and Lowry Bay Residents Association for feedback (window of 15 working days). The project team met with members of York Bay, Mahina Bay and the Eastbourne Community Board during this time.

##### Thursday 15 December 2022 (completed)

Meeting with Little Penguin Interest Group (LPIG) to discuss protection requirements for Whiorau Reserve and Bishops Park.

##### Wednesday 14th December – Wednesday 18th January 2023 (Completed)

Feedback from the community is compiled and responses are provided to the issues raised. (20 working days – including Christmas shutdown 23 December – 9 January).

##### Thursday 26 January 2023 (completed)

Meeting with LPIG to discuss bird protection area design requirements for Whiorau Reserve.

##### Wednesday 8th February – Thursday 16th February 2023 (Completed)

Comments and responses document provided. Development and review of option sketches for further community consultation.

##### Friday 17th February – Thursday 9th March 2023 (Completed)

Final consultation with community on option sketches.

##### Thursday 27 April 2023 (completed)

Meeting with LPIG to discuss the alignment of the shared path at Whiorau Reserve.

##### Tuesday 6 June 2023 (completed)

Present revised design for Whiorau Reserve to LPIG, with the shared path running between Marine Drive and Whiorau Reserve, rather than through the reserve.

##### Tuesday, 20th June 2023 (Completed)

Whiorau Reserve revised designs shared with LPIG.

##### Wednesday, 21st June 2023 (Completed)

Presented and received confirmation from LPIG to move forward with the designs for Whiorau Reserve and Sorrento Bay BPA.

##### Tuesday, 22nd August 2023 (Completed)

Whiorau Reserve revised designs shared at ECB meeting.

##### Friday 20 October 2023 (completed)

Final design for Whiorau Reserve presented to LPIG and Greater Wellington Regional Council for agreement.

#### **Summary tables**

Tables 1 and 2 show the summary of matters raised in the consultation process and a response to these matters. As noted above consultation was undertaken with community organisations and the Little Penguin Interest Group (LPIG).

Table 1 shows feedback from Eastbourne Community Board, East Harbour Environment Association, relevant residents associations' and the online survey. It covers two rounds of consultation up to 9 March 2023.

Table 2 addresses matters raised by LPIG. They were consulted because they are identified in the Consent Conditions in respect of providing advice on the Bird Protection Plan, and particularly the Bird Protection Area (BPA) in Whiorau Reserve. LPIG identified the proposed alignment of the shared path compromised the ability to create an effective BPA. Hutt City Council Traffic Department considered the advice from the LPIG and agreed to relocate the shared path to outside the BPA along Marine Drive.

Please note Table 1 responses have taken into consideration the impact of the new alignment where applicable.

# Consultation.

**Table 1. Summary of consultation on draft BSUDP showing path alignment through Whiorau Reserve (up to 9 March 2023)**

<i>Comment Title</i>	<i>Raised by</i>	<i>Description</i>	<i>Project Team Response</i>
Fencing	Lowry Bay Residents Association, York Bay Residents Association, Online feedback	Concerns it is too high and too close to the footpath.  Preference to move closer to trees – retain space for people to use grassy area and reduce vulnerability for those using roadside path.	<b>Partially accepted</b> In response to community feedback, the fence will be moved inwards to allow for a wider footpath and a 0.5 metre strip of planting between the fence and the path. We are unable to lower the height of the fence below 1.2 metres, this is a consent condition.
Fencing	Online feedback	Query around purpose of high fence What will it look like (materials)? Concerns a solid fence may encourage antisocial behaviour in the reserve – has safety and crime prevention through environmental design been considered?	The fence is used to prevent penguins from accessing the road and being hit by vehicles, as well as encouraging dogs and humans not to wander into nesting areas. The fence will be timber and will fit with the urban design theme. We've incorporated safety and crime prevention by using 20mm gaps between palings, which means the fence can be seen through.
Rope barriers	Lowry Bay Residents Association, East Harbour Environment Association, Online feedback	Lack of clarity around purpose of these and how effective they will be to reduce dog presence.	Rope barriers provide a visual cue of the area penguins will inhabit. They encourage appropriate behaviour from dog owners and others using the area, while allowing penguins unimpeded access to the water after dark.
Protection area	Eastbourne Community Board	Concerns the proposed area exceeds that required by consent and creates safety issues with narrow footpath and high fence	<b>Partially accepted</b> As a result of consultation with LPIG, the shared path was realigned to run along Marine Drive rather than through the reserve. This will increase the width of the path along Marine Drive. The fence will move inward to mitigate safety concerns but we are unable to lower it beneath 1.2m.
Shared path entrance	Eastbourne Community Board, Lowry Bay Residents Association	Safety concerns with proximity of shared path to reserve entrance and speeding vehicles.	As a result of subsequent consultation with the Little Penguin Interest Group, the shared path was realigned to replace the current roadside footpath. The new alignment has a raised vehicle crossing where cars enter the reserve. This will help mitigate speed as vehicles enter the reserve. The realignment also means shared path users will be more visible to vehicles, as they will not be obscured by the bird protection fence.
Lighting	Lowry Bay Residents Association, York Bay Residents' Association, Online feedback	Question as whether it is necessary within reserve – conflicts with penguin use and increases light pollution.  If required, request to have them point inshore.	The location of the path was subsequently shifted to run alongside the road. This significantly reduces the requirement for new lighting, as the path will be covered by existing road lighting.
Toilets	Lowry Bay Residents Association, East Harbour Environment Association, Online feedback	Should be considered due to increased use of area.	<b>Not accepted</b> 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.



**Table 1. Summary of consultation on draft BSUDP showing path alignment through Whiorau Reserve (up to 9 March 2023)**

<i>Comment Title</i>	<i>Raised by</i>	<i>Description</i>	<i>Project Team Response</i>
Shared path entrance (southern end)	York Bay Residents Association	Request to move further north.	<b>Not accepted</b> 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.
Lawn access	York Bay Residents Association, Online feedback	Request to retain some access to the grassy areas for recreational purposes by moving rope barriers inward.	<b>Accepted</b> The rope barriers were moved inward to allow for retention of some grassed area
Gate	Online feedback	Request for retention.	<b>Not accepted</b> Accessways through the permanent fencing around the reserve will not be incorporated due to their operation as a penguin protection measure.
Parking	Online feedback	Remove some parking to increase recreational space.	<b>Not accepted</b> 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	Online feedback	Request to include one.	<b>Not accepted</b> No cycle racks are proposed for within the reserve but one will be located nearby at the York Bay rest area, which is approximately 500 metres away.

As a result of feedback from the Little Penguin Interest Group, Hutt City Council Transport Division agreed that the best outcome for kororā/little penguin protection was for the shared path to run between Marine Drive and Whiorau Reserve, rather than through the Reserve. The LPIG's feedback is outlined below.

**Table 2. Summary of consultation with Little Penguin Interest Group about bird protection measures in Whiorau Reserve.**

<i>Comment Title</i>	<i>Raised by</i>	<i>Description</i>	<i>Project Team Response</i>
Path Alignment	Little Penguin Interest Group	Strong preference to see the path run alongside the roadside rather than through the reserve. The shared path alignment running through the reserve undermines the purpose of the roadside fencing and rope barriers and compromises the safety of kororā as they would have to cross the shared path to access the water. Having the shared path run along the roadside would mitigate a lot of concerns, such as the need for increased lighting, fewer breaks in the fencing and safety concerns about having a fence beside a narrow footpath.	<b>Accepted</b> Following consultation with the Little Penguin Interest Group (LPIG), the decision was made to have the shared path run alongside the road, rather than through the reserve.
Fencing	Little Penguin Interest Group	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.	<b>Accepted</b> The fence is being designed to meet these specifications, including a small 20mm gap between palings. Determined that the setback from the road was adequate to mitigate any safety concerns.
Rope barriers	Little Penguin Interest Group	Rope barriers are counterintuitive if the path is running through the reserve.	This concern was mitigated by the realignment of the shared path to run along Marine Drive, rather than through the reserve.

# Compliance Matrix.

Consent Condition.	Response
<p>LV 5.</p> <p>The LUDP shall include the final BSUDPs for each bay within the Project area. The final BSUDPs shall address detailed design within the particular bay for the benefit of pedestrians, cyclists and others using the local road network as well as the specific urban design, landscape, ecology and recreational amenity matters (including those listed in Condition LV.7) as relevant to the particular bay.</p> <p>The final BSUDPs may be prepared later and added to the LUDP on a staged basis if the Construction Works are staged bay by bay and individually certified under Condition LV.6.</p>	<p>The final Whiorau Reserve BSUDP will be individually certified and attached to the LUDP on completion.</p>
<p>LV 6</p> <p>The BSUDPs shall be prepared by the Consent Holder in two stages for each bay:</p> <p><b>(a) Stage 1:</b> A draft design protocol that sets out the priorities for the bay design in terms of engineering, safety and access and mobility requirements as well as ecology, natural character, landscape, urban design and recreational amenity elements and issues. The draft design protocol shall provide visual representations of best practice on comparable coastal shared path projects to demonstrate the level of design to be targeted. The protocol shall be provided to the relevant Resident Association for the affected bay (if any) The East Harbour Environment Association and the Eastbourne Community Board for comments (if any) within 15 working days from receipt.</p> <p>Any comments received, and the Consents Holder's response and reasons if they are not accepted, are to be provided to the Manager, Environmental Regulation, and Team Leader, Resource Consents alongside the draft design protocol, within 20 working days from receipt of the comments.</p>	<p>This draft design protocol sets out relevant priorities for engineering, safety and access and mobility requirements as well as ecology, natural character, landscape, urban design and recreational amenity elements and issues. This draft design protocol will be issued to all relevant parties.</p>
<p><b>(b) Stage 2:</b> The final BSUDPs are to be certified either on their own (in accordance with Condition GC.5) or, if included in the initial LUDP, when the LUDP is certified under Condition LV.1.</p>	<p>Final Whiorau Reserve BSUDP to be developed and certified following completion of LV6(a).</p>

Consent Condition.	Response	Page ref
<p>LV 7.</p> <p>The BSUDPs shall include specific landscape and urban design details for:</p> <p>(a) Seawall structures, including transition zones between seawall types and transitions between natural or rocky areas and seawall structures;</p> <p>(b) Beach access including steps, ramps and associated handrails where required, <u>so that people wishing to access the beach can do so safely;</u></p>	<p>There are no seawall structures proposed within Whiorau Reserve.</p> <p>There is no additional beach access proposed</p>	

<b>Consent Condition.</b>	<b>Response</b>	<b>Page ref</b>
(c) Safety barriers and railing;	As the path through Whiorau reserve does not interface with seawalls there are no balustrades required.	Pg 16
(d) The treatment of stormwater structures at the coastal interface;	There are no stormwater structures proposed that will interface with the coastal edge.	Pg 16
(e) Little Penguin and Shore Forager related structures including penguin passage elements, ramps, and wooden poles for roosting;	Where rock revetment is repaired a small fence is proposed to stop penguins from accessing the path and road. In addition there is penguin fence proposed adjacent to the path to help prevent penguins accessing the road. A secondary rope fence is proposed around the perimeter of planting as a deterrent to stop people from entering penguin habitat. Nest boxes will be installed within the fencing area.	Pg 12-13, 16
(f) Planting treatment;	Planting areas are located around refuge points and headlands to soften and enhance features. Plant species will be chosen from the Plant Palette within the LUDP that has been developed with the Project Ecologists.	Pg 15, 18
(g) The treatment of existing trees and existing landscape and natural features;	Some trees will need to be removed to accommodate the path and alignment of vehicle entry into Whiorau Reserve. Earthworks will also be required to remove part of the earth mounds in this location to allow for a safe crossing point.	Pg 12-13, 18
(h) The design and area of space available for recreational amenity activities;	The BSUDP has provided the design and area of space available for recreational and amenity values in accordance with Condition LV.7(h). We consider that our design provides the best solution in the circumstances as it falls within the consented footprint, and provides a usable pathway.	Pg 12-13, 18-19
(i) The design and orientation of features, spaces and access points;	Access into the reserve at each end is retained with closable gates within the penguin fence. The proposed design utilises existing trees for their character and amenity benefits. Additional planting is proposed to increase penguin habitat. Existing seating and picnic tables will be relocated within the wider reserve area.	Pg 12-13, 18-19
(j) Refuge and seating opportunities, including size and arrangement of space to allow for stopping and gathering at frequent intervals distributed along the route;	Gathering spaces with seating will remain within the wider reserve area	Pg 12-13, 18-19
(k) Signage ensuring their consistency along the shared path, including branding and reduction of visual clutter;	Signage will be designed so it is integrated into landscape elements to reduce visual clutter along the shared path. This approach is consistent across all bays. Signage will also be included in regards to the area being used as a Bird Protection Area.	Pg 18-19
(l) Storyboards;	The Alliance is taking a culturally led approach and therefore Mouri markers are used as the main interpretation method. Interpretation method used for the pathway in Whiorau Reserve. Consideration of ecological and other local history as a second layer to be shared will be made through the detailed design process.	Pg 20
(m) Surface treatments; and	A robust palette of materials is used to ensure visual cohesiveness and quality. Predominantly asphalt with sections of concrete. Concrete will also be used for areas where cultural graphics will be applied to the path.	Pg 15, 20
(n) <u>Consideration of a minimum 3 m path width for York Bay only (for a 90 m length south of the existing bus stop; and</u>	N/A	-
(o) Any other relevant matter for that bay necessary to achieve the purposes of the LUDP in condition LV.2.	The Bird Protection Plan has outlined a number of measures that have been incorporated into the design including barriers, screening, pest control, and planting considerations	Pg 16-17

01. Urban Design Plan.



# Whiorau Reserve Urban Design Plan.

LV.6 (a)

## Whiorau Reserve is characterised by:

Whiorau reserve is reclaimed land and was constructed in the 1960's. Prior to its construction the sea edge was typical of the surrounding area, a rocky edge with a steep escarpment behind. The reserve in its current state provides a openspace and boat launch area between York Bay and Whiorau/Lowry Bay. As such, it includes many landscape design features such as seating, picnic benches, bins and informational signage. Most of the furniture is of a consistent theme, utilising old wharf timber. It also provides access to the water for fishing and for launching boats via the Lowry Bay Boat Ramp, which is protected from a southerly swell by a breakwater made with revetment rock. As a key destination, it includes public car parking.

Pohutukawa trees, shrub beds, earth mounds, and boulders follow the road along the southern side of the reserve. The shrub beds provide habitat for little penguins making it an important nesting area. Whiorau means the place with many blue ducks. This was not only a place favoured for birding but also for fishing.

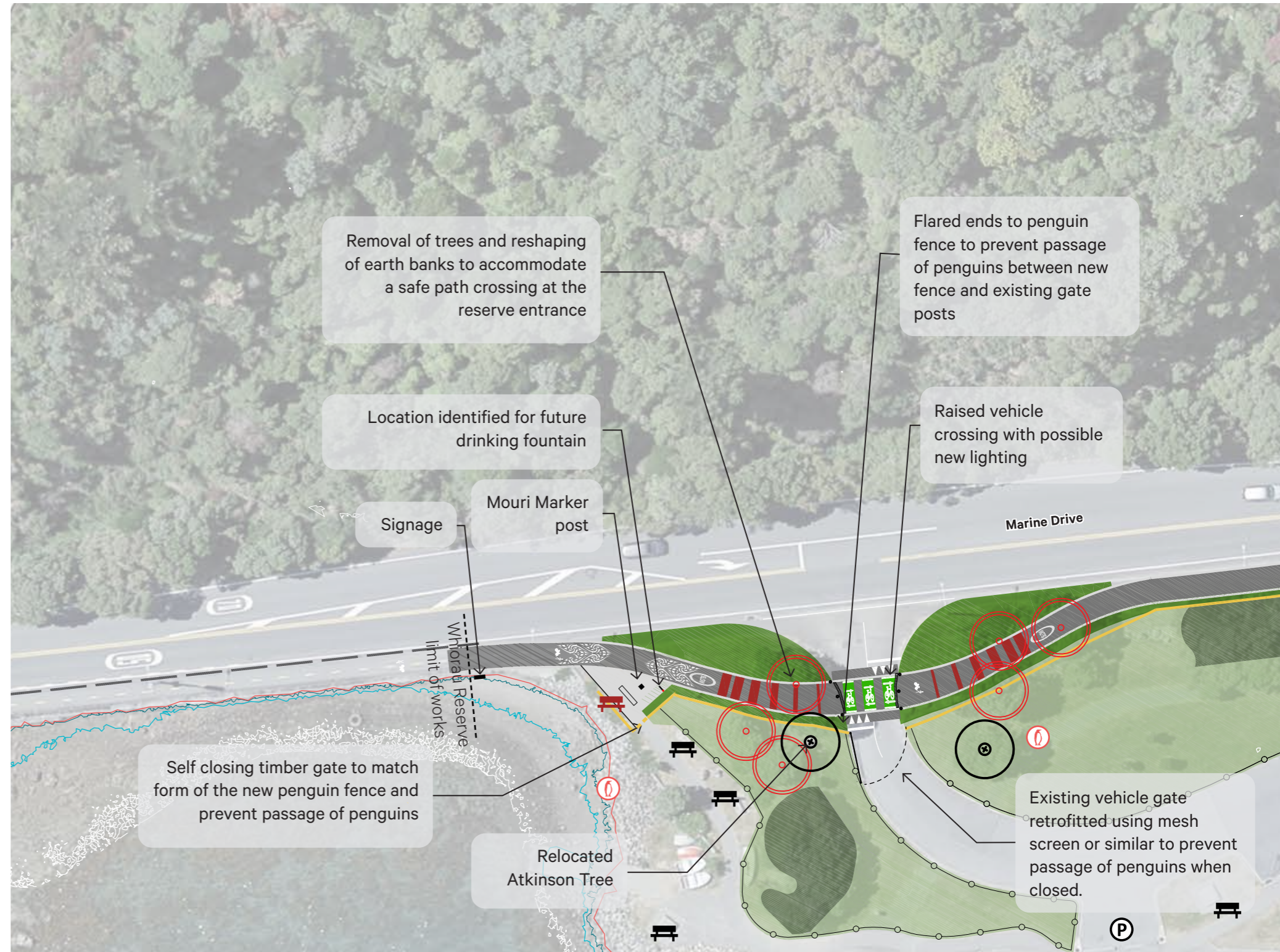


Figure 1.4 Whiorau Reserve looking south from main entrance

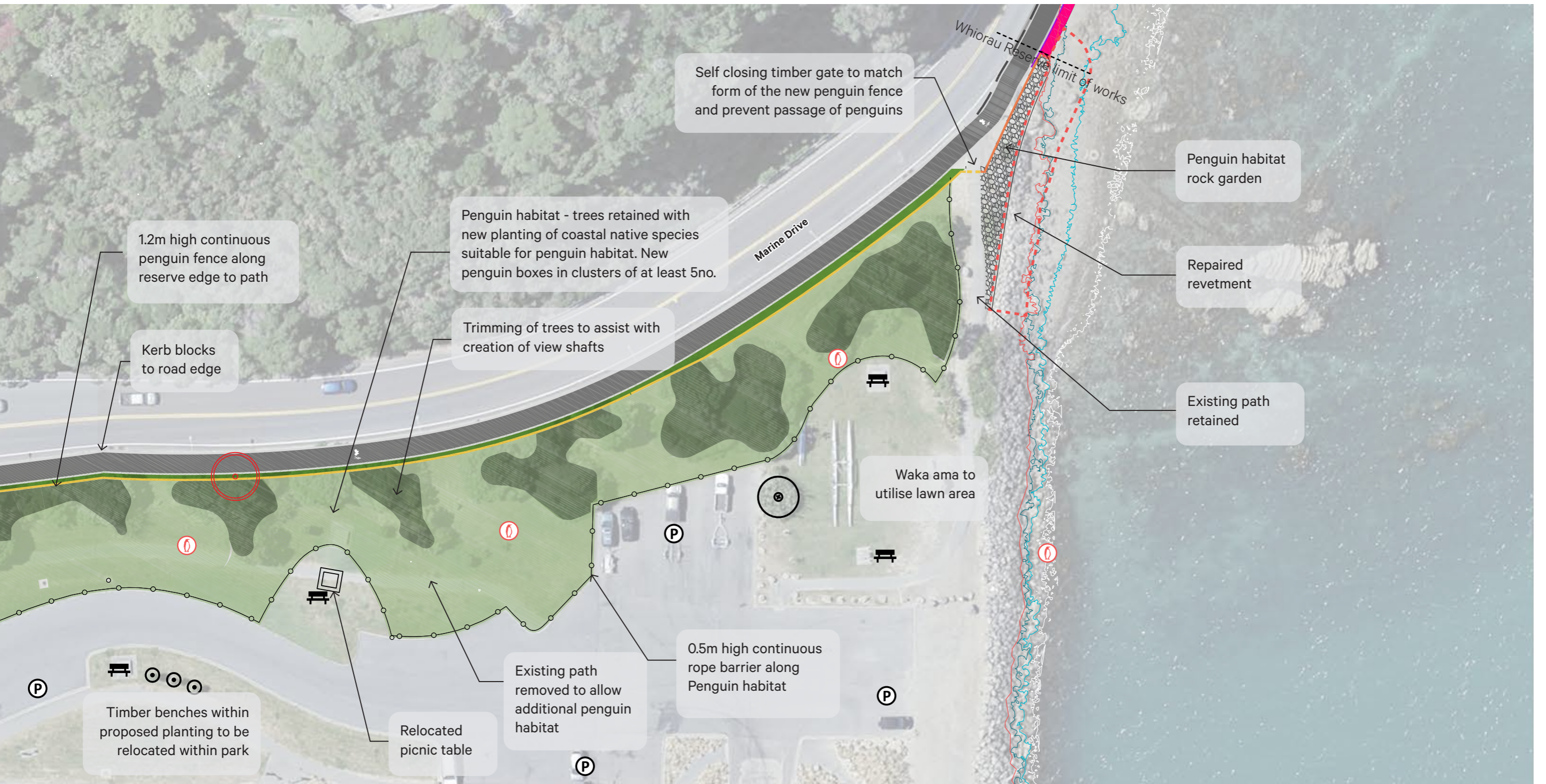
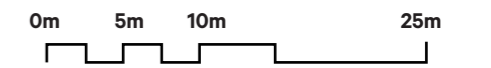
# Whiorau Reserve General Arrangement Plan.

LV.6 (a) LV.7 (e) (g) (h) (i) (j)

Legend.	
	Parking
	New seating
	Existing seating retained
Seawalls & Path	
	Penguin fence
	Shared Path
	Concrete Shared path pavement
	Vehicle crossing
	Repaired revetment
	1.2m high continuous penguin fence
	0.5m high penguin barrier
Ecology and Landscape	
	Known Penguin nesting areas
	Amenity planting
	Planting retained with additional spot planting
	Kororā / Little Penguin habitat planting
	Tree Retained
	Tree Removed
Tides Existing	
	Mean High Water Springs (MHWS)
	High Tide
	Mid Tide
	Low Tide



1:500 scale bar



# Site Photos.



Figure 1.5 Southern entry point into Whiorau Reserve and existing footpath



Figure 1.6 Whiorau Reserve embankment planting to street edge



Figure 1.7 Waka Ama area and existing bench seat



Figure 1.8 Existing path through Whiorau Reserve.



Figure 1.9 Large rocks give coastal character and provide vehicle barriers



Figure 1.10 Existing vehicle barrier to be retrofitted with mesh screen extending to ground level



# Approach and Principles.

LV.6 (a) LV.7 (f) (m)

Rugged Coastal Environment	<ul style="list-style-type: none"> <li>— Reflect the wild coastal character and narrow edge through minimal disturbance and intervention at the coastal edge.</li> <li>— Retain any rocky outcrops.</li> <li>— Sympathetic transitions between sea walls and natural coastal edges.</li> <li>— Retain fishing access at southern end.</li> </ul>	Maintenance	<ul style="list-style-type: none"> <li>— The selected materials and patterns are durable, designed with longevity in mind, and that are able to be replicated.</li> <li>— Allow native plant species to self establish where conditions are appropriate.</li> <li>— Work with HCC to understand maintenance requirements.</li> <li>— Relocate electricity poles where needed.</li> <li>— Remove concrete blocks and building rubble, previously used for managing coastal erosion.</li> </ul>
Less is more	<ul style="list-style-type: none"> <li>— Features added minimise obstruction to views and beach access.</li> </ul>	Bay specific narratives	<ul style="list-style-type: none"> <li>— To be undertaken with mana whenua advisors and artists. Cultural expression to integrated into the overall design in relevant areas.</li> </ul>
Maintain integrity of rock outcrops	<ul style="list-style-type: none"> <li>— Rock outcrops are remnants of the existing coastal edge.</li> <li>— Where modification is taking place integrate transition from the outcrop to the structure in a natural way.</li> <li>— Retain in-situ as much of the natural colonized rock as possible during sea wall construction.</li> </ul>	Materials palette	<ul style="list-style-type: none"> <li>— Hardwood timber - seating, linear barriers, wayfinding marker posts, where required.</li> <li>— Stainless steel - step hand rails, detailing into seating, cycle stands.</li> <li>— Textured concrete - seawall, ecological tiles, tidepools, mini steps.</li> <li>— Asphalt - shared path, and stopping place north of the Day Bay Headland.</li> <li>— Natural colonized rock - sea wall transition points and base of seawall.</li> <li>— Gravel around trees retained.</li> </ul>
Retain natural coastal planting	<ul style="list-style-type: none"> <li>— Retain, where practical, existing pohutukawa trees within the reserve</li> <li>— Retain and improve planting to reserve areas.</li> </ul>	Plant communities	<ul style="list-style-type: none"> <li>— Enhancement planting to specific reserve areas.</li> </ul>
<b>Details and elements</b>			
Consistency	<ul style="list-style-type: none"> <li>— Features and elements a consistent suite across the project.</li> </ul>		
Simple robust forms	<ul style="list-style-type: none"> <li>— Elements such as seating, wheel stops and steps are formed with simple block/rectangular shapes, not to detract from the wild coastal character, yet be simple and accessible to use.</li> </ul>		

# Priorities for Whiorau Reserve.

## Seawall Structures

### LV 7. (a) - Seawall types and transitions

There are no seawall structures proposed within Whiorau Reserve. Adjacent seawall transitions to be included in respective Whiorau and York Bay design packages.

## Stormwater

### LV 7. (d) Structures and coastal interface

There are no additional stormwater outlets proposed within Whiorau Reserve.

## Beach Access & Safety Barriers

### LV 7. (b)(c) - Steps, Ramps & Handrails

There is no additional beach access proposed within Whiorau Reserve.

## Ecology

### LV 7. (e) - Little penguins, rock pools, barriers

Seabird protection is detailed in the Bird Protection Plan.

## Bird Protection Plan

### LV 7. (o) - Other Matters

The Bird Protection Plan (BPP) outlines a range of measures that Hutt City Council (the Consent Holder) will implement over the lifetime of the Tupua Horo Nuku project to avoid or minimise adverse impacts on avifauna within the project area, with a particular emphasis on little penguins and shoreline foragers such as variable oystercatchers. The measures contained within the Bird Protection Plan are designed to meet Consent Conditions EM.3 through to EM.9. For Whiorau Reserve the Bird Protection Area will be established in accordance with the Bird Protection Plan required by the consent conditions. Details and requirements of the Whiorau Reserve Bird Protection Area are listed under EM.6C in the Bird Protection Plan.

### Screening and barriers

An area at Whiorau Reserve will be developed as Kororā / Little Penguin nesting habitat. The reason this inland area was chosen, rather than areas closer to the sea was because it already accommodated Kororā / Little Penguin nest sites.

The following features are proposed to be incorporated in Whiorau Reserve:

- A 1.2 m screening fence along Marine Drive, to prevent dogs wandering into the Kororā / Little Penguin nesting habitat, and to prevent Kororā / Little Penguins from wandering onto Marine Drive after dark.
- Self closing pedestrian gates through the new penguin fence at each end of the reserve to prevent passage of Kororā. Gate to be constructed of timber vertical lagging rails extending to ground level to match the proposed penguin fence.
- A suspended rope barrier and associated warning signage to the shared path within Whiorau Reserve, to reduce the risk of dogs and people venturing into the nesting habitat while allowing Kororā / Little Penguins unimpeded access.
- Interpretation panels informing the public of the presence of nesting Kororā / Little Penguins and providing information on key elements of the birds' biology, life cycle and threats.
- The installation of up to 25 Kororā / Little Penguin artificial nest boxes, arranged in five clusters of five boxes.
- Retrofitting of the existing vehicle gate with mesh screen to prevent the passage of Kororā at night.



Figure 1.11 Example of a predator trap

Figure 1.12 Example design for the Whiorau Reserve BPA Kororā / Little Penguin warning signage.



# Priorities for Whiorau Reserve.

The screening fence shall be approximately 230m long and 1.2 m in height and will be constructed from timber in keeping with the urban design theme where variable thickness palings are used to add variety and interest to the fence where viewed from the road and footpath. The suspended rope barrier will have an approximate total length of 500m and shall consist of a single rope suspended between wooden bollards, with the lowest point of the rope no less than 40 cm off the ground to ensure unimpeded access for Kororā / Little Penguins after dark.

Warning signs will be affixed to rope barrier bollards at approximately 50 m intervals around the entire perimeter of the rope barrier. These warning signs will notify park users that the area within the rope barrier provides nesting habitat for Kororā / Little Penguins and will request that people and dogs stay out of this nesting area to avoid disturbing breeding penguins. The specific content of these signs will be developed in consultation with the Kororā / Little Penguin Interest Group and Mana Whenua and will include design elements contributed by local students participating in the public education campaign for avifauna described in the bird protection plan.

## Pest control

The following features are proposed to be incorporated in Whiorau Reserve:

- Predator traps designed to target key predators of Kororā / Little Penguins, namely mustelids, hedgehogs and rats.

DOC200 kill traps will be spaced at 50 m intervals along the seaward side of the fence between the shared path and Whiorau Reserve, and at 50 m intervals around the perimeter of the Kororā / Little Penguin nesting habitat, as part of the Eastern Bays Shared Path Predator Management Strategy. These DOC200 traps will be installed, checked and maintained by MIRO volunteers, as part of MIRO's wider ERAT predator trapping programme. A more detailed description of the Eastern Bays Predator Management Strategy can be found in Section 7 of the Bird Protection Plan.

## Planting Plan

The following features are proposed to be incorporated in Whiorau Reserve:

- A planting plan for the Kororā / Little Penguin nesting area, designed to create a low canopy of native coastal shrubs to provide shelter and cover to nesting Kororā / Little Penguins.

A programme of planting shall be carried out to create suitable habitat for nesting Kororā / Little Penguins within the Kororā / Little Penguin nesting habitat. A relatively small number of plant species native to the Tararua Ecological District shall be planted within the Kororā / Little Penguin nesting habitat, with the aim of quickly creating a coastal shrubland community with sufficient canopy cover to provide cover and shelter for nesting penguins.

Key plant species that will be used to create the structure of this coastal shrubland include taupata (*Coprosma repens*), mingimingi (*Coprosma proprinqua*), knobby club-rush (*Ficinia nodosa*), and silver tussock (*Poa cita*). Once this structural planting has been completed, infill planting of a wider range of species will then be carried out, including *Poa billardi*, *Carex pumila*, *Melicytus orarius*, *Muehlenbeckia complexa* and *Phormium cookianum*. All plants will be propagated from seed collected from within the Tararua Ecological District.

Penguin nesting habitat shall be retained in the short to medium term, as they provide shelter and cover for a small number of existing Kororā / Little Penguin burrows. Once the new plantings have matured to the point of providing effective cover, shelter and shade to the Kororā / Little Penguin burrows and newly installed nest boxes, HCC will investigate the feasibility and community support for removing and replacing the canopy-sized pōhutukawa trees with tree species that are native to the Ecological District.



Figure 1.13 Photo of rope barrier proposed to deter people from nesting areas

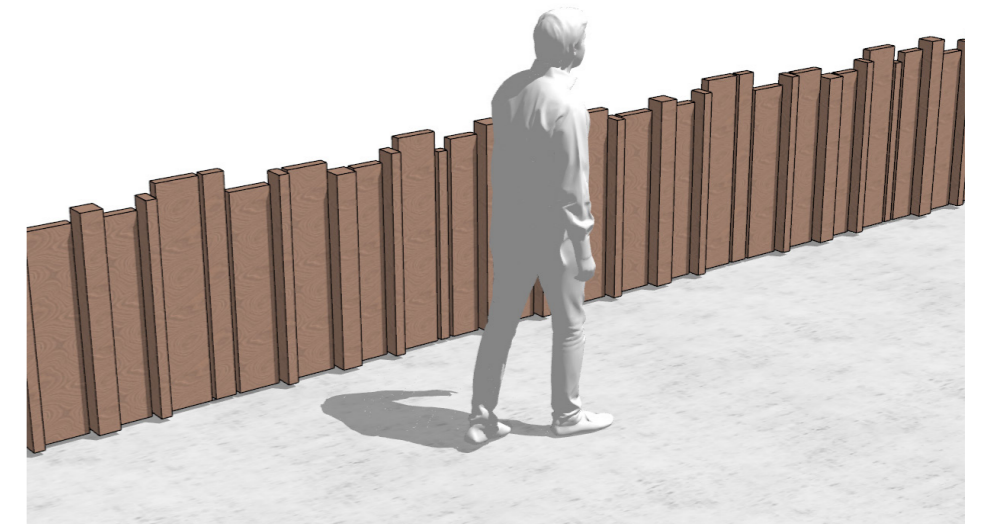


Figure 1.14 Indicative design of the 1.2m high Kororā / Little Penguins timber screen along Marine Drive with pedestrian gates at each end of the reserve to match the form of the fence.

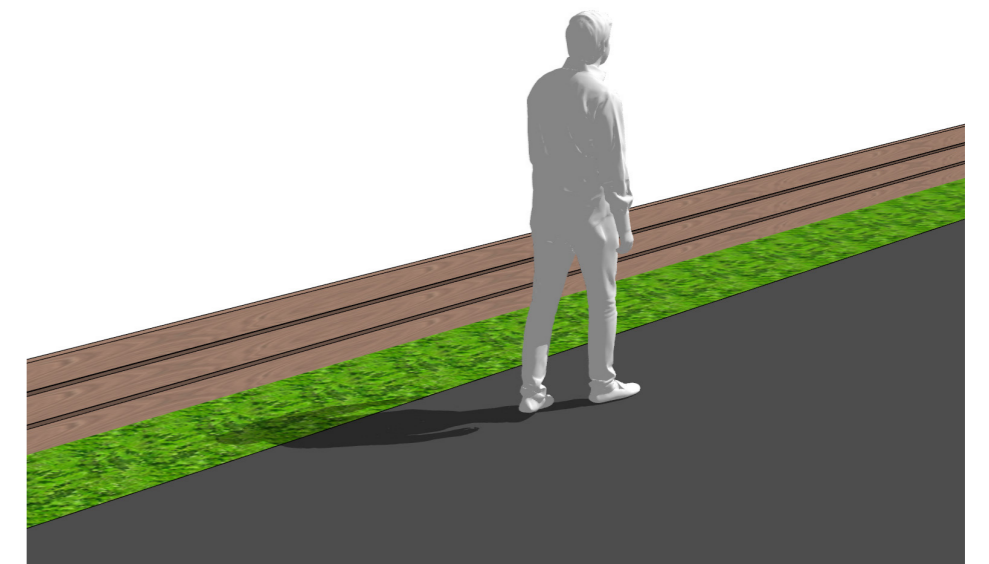


Figure 1.15 Indicative design of the 0.5m high Kororā / Little Penguin timber barrier.

# Priorities for Whiorau Reserve.

## Planting

### LV 7. (f)(g) -Trees, planting, natural character

#### Planting

The planting design for the Whiorau Reserve gives consideration to the dynamic coastal environment, its ecology, the various user experiences along the route, and maintenance and operations factors. Plant species have come from the Bird Management Plan. This includes indigenous species, which are suited to this specific coastal environment, and will encourage species of birds, lizards and insects which currently (or could potentially) inhabit areas along the route.

Proposed planting is reflective of (and reinforces) the Whiorau Reserve context; planting provides a variety experiences, in response to the character, context, landscape and natural features along the route.

#### Natural Character

The overall adverse effects on natural character for Whiorau Reserve are considered to be less than minor for the coastal landscape. The landscape and urban design approach and principles have been developed to mitigate effects of the project on natural character.

As outlined in the LUDP, it is expected that the effects on natural character from the Project, including the seawall and shared path will lessen over time as they weather and become established.

A list of mitigation measures related to natural character attributes is provided below. Further detail of mitigation of effects on natural character and integration with the natural landscape is provided with the description of design areas and elements in the Urban Design Outcomes Section of the LUDP.

Legibility – geomorphology:

- Retention of local rock for reuse at base of the seawalls.

Legibility – wayfinding and orientation:

- Reinforcement of the undulating coastline morphology by positioning the shared path along the coastal edge.
- Opportunities for local variation/reinforcement of local identity in the form of access points from the path to the foreshore.
- Improved access to headlands with strong natural character and natural features (such as trees, rocky outcrops and rock stacks).
- Provision of wayfinding marker, street furniture and signage to reinforce the bays and associated neighbourhoods.
- Provisions for cultural expression and naming to reinforce sense of place.

Visibility – public and private views:

- Consistent detailing along the coastal edge and road edge to reduce the visual impact.
- Appropriate/considered design of urban design and landscape elements such as seating, bins, handrails, seaward side linear barriers, stormwater outlets, planting, signage and path markings to integrate them with the landscape setting.
- Incorporation of eco-mitigation surface textures consistently applied along the lower curve and ‘step’ of the wall to reduce the visual presence of the seawalls.
- Any safety balustrades to be designed as ‘transparent’ as possible to reduce visual appearance.

Picturesqueness:

- Path alignment responds to the local landform and land use patterns.
- Sensitive detailing of urban design and landscape elements, that respond to Mana Whenua, community identity and sense of place.
- Removal of existing unsightly structures and infrastructure along the project site and the replacement of an eroding road with a consistent structurally stable edge.

## Urban Design

### LV 7. (h)(i)(j)(k) - Openspaces, features and signage

The Design Features Report (DFR) (Stantec, 2019) established a set of design principles and outlined the engineering requirements for the project. This BSUDP has been developed in general accordance with these principles and requirements. The LUDP outlines the overarching principles, palettes, and narratives for detailed design. Principles for Whiorau Reserve can be summarized as:

- Reflective of rugged coastal environment – materiality, robustness.
- Less is more – emphasise the natural setting and views.
- Maintain integrity of natural rock outcrops.
- Retain and enhance coastal vegetation where possible along coastal edge.
- Consistency across elements – a coordinated suite.
- Simple robust forms.
- Simple colour, surface texture, bespoke signage palettes.
- Maintenance considerations.
- Bay specific narratives expressed through cultural design.
- Sympathetic materials palette.

#### Openspace and Recreational Amenity

Tupua Horo Nuku provides a connection to a continuous edge experience along Whiorau Reserve. The Project will retain existing levels of recreation and amenity values by way of the shared path retaining access for people walking and cycling along the coast and between bays.

The main priorities identified are:

- Creating a fit for purpose shared path that provides access to the coast and to the bays between Point Howard and Eastbourne for people walking and cycling.
- Provide access to the beach, water and headlands.
- Provide stopping and resting places.
- Maintain views to the coast.
- Retain fishing access.

# Priorities for Whiorau Reserve.

## Furniture and Features

The furniture palette for Whiorau Reserve uses existing furniture and consists of additional interpretation signage and wayfinding. The palette is to reflect the coastal setting of Tupua Horo Nuku and provide opportunities for cultural expression and narrative to some elements.

The design outcomes relating to furniture are:

- Use or relocation of existing furniture.
- A cohesive suite using robust materials suitable to the coastal environment.
- Appropriate in scale and number, avoiding visual clutter so as not to detract from their environment.
- Contribute positively to the character of Tupua Horo Nuku.

Formal seating is already provided within Whiorau Reserve retaining stopping and gathering spaces for path uses.

## Signage and wayfinding

Linemarking, symbols, and directional arrows are also considered at the approaches (thresholds) to visually separate fast and slow movement to minimise conflict. These have been jointly expressed through cultural expression and symbols. Traffic signage and markings will form part of the detailed design stage. The position of such signage should ensure minimal visual clutter and follow a clear design logic to the positioning, combining and layout of signs.

The design priorities relating to Signage & Wayfinding are:

- Give consideration to HCC cycleways and Transport Agency standards and Great Harbour Way precedents.
- Ensure CPTED concerns inform the wayfinding design approach.
- Create a visual language for the Tupua Horo Nuku which suits the needs of the project and is in line with HCC standards.
- Clearly communicate and link key destinations and named landmarks and assist in legibility of the proposed path.
- Ensure the level, format and intensity of wayfinding signage varies along the path, according to need.
- Create a coherent graphic language using robust materials suited to the coastal environment.

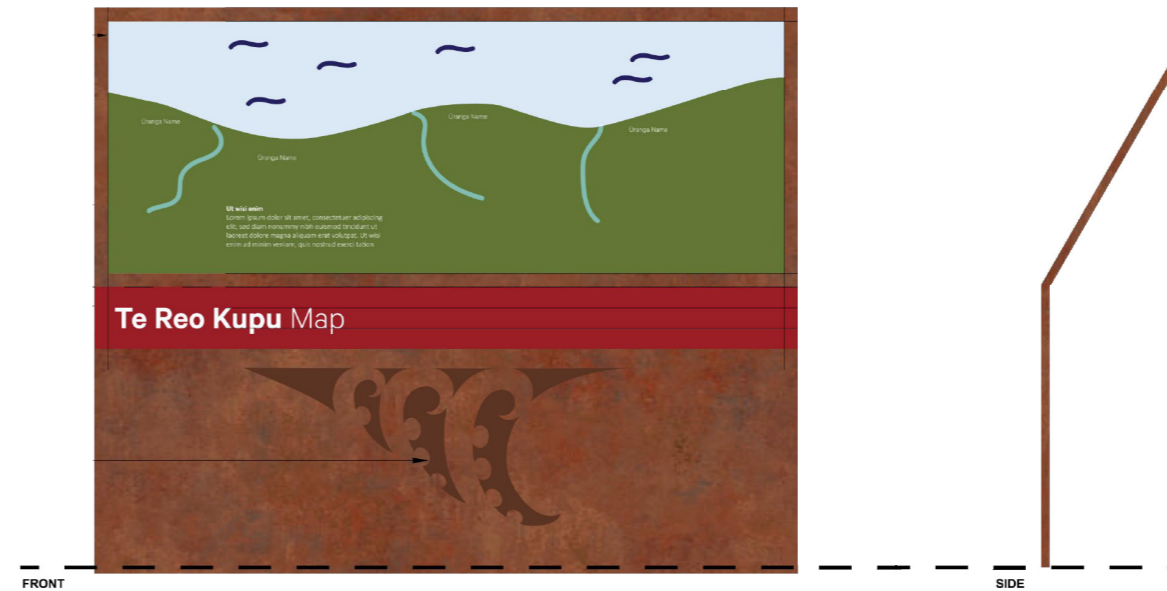


Figure 1.16 Signage design for stopping places (example only).



Figure 1.17 Signage design for habitat areas (example only).

# Priorities for Whiorau Reserve.

## Cultural Landscape

### LV 7. (l)(m) - Storyboards and surface treatments

Celebration and interpretation of the cultural landscape is integral to the Project vision, design principles and design themes. The Cultural Narrative and Overlay for Tupua Horo Nuku sets out the principles and design response that will guide the cultural expression and create a foundation for the Project in partnership with Taranaki Whānui and Ngati Toa and key project groups.

The Cultural Narrative and Overlay for the Project will be reflected in all parts of the urban and landscape design process, from the overall form of the footprint, through a focus on kaitiakitanga and in the design of the seawall and other structures. This can also be realised through materials used, naming conventions, arrangement of gathering spaces, treatment of the stream crossings, signage, lighting, sculptural elements and artwork along with the consideration of options for future events, recreation and education activities.

The following imagery illustrates specific Cultural Expression design elements by Len Hetet. These elements complement and form part of the integrated approach to cultural expression as set out in the vision for the Project and outcomes for all of the components; from the underlying form to specific details.

#### Patterns:

*Te Āti Awa tupua rau, he auripo i te manga iti, he auripo i te manga nui raanei, he kaitiaki ki te whenua.*

Te Āti Awa of many phenomena's, where there is a ripple in a small tributary or great river, there is a guardian and protector on the land.

- This speaks to the connection between the tidal movements and the creation of the eastern bays land mass by Tupua Horo Nuku – Ngake.

#### Mouri Marker:

- The Mouri Marker represents an area of significance to Mana Whenua. It will highlight the Maori and English names of the bays and allow for our cultural narratives of those bays to be told.

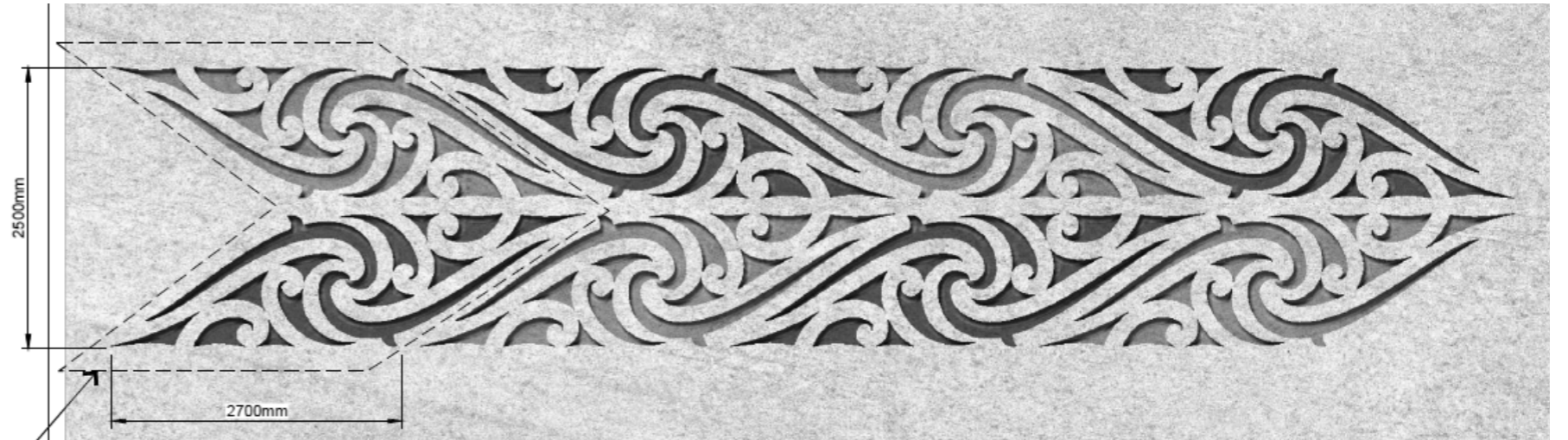


Figure 1.19 Indicative set out of cultural pattern to the path.



Figure 1.20 Mouri Marker post in timber, indicative sketch (artist supplied).



Figure 1.21 Indicative application of cultural pattern to the path.

