



7 May 2026

Arthur Jacobson

s7(2)(a)

Tēnā koe Arthur,

Request for Information – Local Government Official Information and Meetings Act (LGOIMA) 1987

We refer to your official information request dated 13 April 2026, seeking a copy of the complaint register required to be kept under Condition GC24 of the Independent Panel Consent. Specifically, you requested:

“Can you please supply a copy of the complaint register required to be kept under Condition GC24 of the Independent Panel Consent.”

Answer:

Please find attached an excel sheet which details the information in scope of your request. Please note, some information has been withheld under section 7(2)(a) of the LGOIMA to protect the privacy of natural persons.

Council has considered whether the public interest in release of the withheld information outweighs the need to withhold it and has concluded that it does not.

You have the right to seek an investigation and review by the Ombudsman of this response. Information about how to make a complaint is available at: [Office of the Ombudsman – Complaints](#), or freephone 0800 802 602.

Please note that this response to your information request may be published on Hutt City Council's website: [Proactive releases – Hutt City Council](#).

Ngā mihi nui

A handwritten signature in black ink, appearing to be 'RvS', written in a cursive style.

Rebekah van der Splinter

Senior Advisor, Official Information and Privacy

			[REDACTED UNDER 552(a)(4) OF THE LOGJAN] emailed the Project notice regarding the Traffic management set up in Sonoma, and to Chris in Napa, Maria, the Area CDD and Council Board. Please be looking to align with the Traffic Manager Request in CDD. He also saw your Tapan there. He also work with Lou Longy Bay to Sonoma Bay there in a major accident spot at Point Howard that isn't being adequately managed. The evening at 10:30am I came along the 70th stretch inside the Sonoma Marina and came around the corner with a hidden space that doesn't have to be a hidden one. The 2 cars behind me were of more power, risk, they pushed left and right of me. "No, has placed a sign. "Hidden Queue" sign half way along the 70th straight at ground level. That is totally inadequate. Every time the queue backs up it will follow that Point Howard you have sign and no more people being to safety. That is. This is going to become even more concern as you move the traffic lights further north in Sonoma Bay. It is going to be very concern at peak time. Again?		
No date	[REDACTED UNDER 552(a)(4) OF THE LOGJAN]	[REDACTED UNDER 552(a)(4) OF THE LOGJAN]	There are 4 drivers in our household - 3 of us have had the hidden space at Point Howard in the last week. All 4 of us have had to take ourselves multiple times over the past year. We know we are coming out worse to include it. I don't know how they in Sonoma Bay may not be expecting it. You need some serious flashing lights signs warning of hidden spaces before Point Howard. Until you recognize that you need one of your many that at their worst come light as can come 200 or more along the Point where the space is right around the corner. The risk has been all over the Easburn Community feedback page - but the risk is increasing with the lights lights moving further north. Please confirm you recognize the risk and will be doing more than having one person with a walk tally by the traffic light - and one ground based hidden Queue sign. Your communication is a warning sign. You need to engage the light red before there is an injury accident. Jeff sent an email to Chris Waples and Campbell Berry, with CDD in the 1980 project issue, as attached below. Jo Chris / Campbell, Thank you for the letter to me [redacted email] what kind of response was given to a member of the Easburn Community when he raised the clear and present danger presented by the planned traffic management of Point Howard in relation to the seasonal closure. Chris, I doubt that he directly wrote your report as newly appointed Transport Minister, and don't know if you have experienced this here. But if James or the 188 are visiting home from (left) up in "San Juan" his affects them too, just like it affects my wife and kids. Jeff of James who has commented about her fear of being left alone in the space behind the third corner. He's also who the failure in the traffic management plan (p.7) to recognize that Howard Road could get there are no traffic lights or adequate communication presented if from (probably) not being detected by warning traffic. If I was asked "How government or local government controls, towards recognizing the "lets not concern on Health and Safety" reduce "signs and new road master" which which has been demonstrated here. We should all be safely, supported by the protection of the Project Team that their conviction is related to danger that, finally, they should have been aware of without them needing to be present to it then. That failure is not when the danger has been pointed out simply "specific evidence". "Traffic management plan, in 100, giving a very obvious red status and warning to every car that drive past.	Directly by HCC	N/A
No date	[REDACTED UNDER 552(a)(4) OF THE LOGJAN]	[REDACTED UNDER 552(a)(4) OF THE LOGJAN]	Chris, I doubt that he directly wrote your report as newly appointed Transport Minister, and don't know if you have experienced this here. But if James or the 188 are visiting home from (left) up in "San Juan" his affects them too, just like it affects my wife and kids. Jeff of James who has commented about her fear of being left alone in the space behind the third corner. He's also who the failure in the traffic management plan (p.7) to recognize that Howard Road could get there are no traffic lights or adequate communication presented if from (probably) not being detected by warning traffic. If I was asked "How government or local government controls, towards recognizing the "lets not concern on Health and Safety" reduce "signs and new road master" which which has been demonstrated here. We should all be safely, supported by the protection of the Project Team that their conviction is related to danger that, finally, they should have been aware of without them needing to be present to it then. That failure is not when the danger has been pointed out simply "specific evidence". "Traffic management plan, in 100, giving a very obvious red status and warning to every car that drive past.	Directly by HCC	N/A
2/08/2025	[REDACTED UNDER 552(a)(4) OF THE LOGJAN]	N/A	Chris, I doubt that he directly wrote your report as newly appointed Transport Minister, and don't know if you have experienced this here. But if James or the 188 are visiting home from (left) up in "San Juan" his affects them too, just like it affects my wife and kids. Jeff of James who has commented about her fear of being left alone in the space behind the third corner. He's also who the failure in the traffic management plan (p.7) to recognize that Howard Road could get there are no traffic lights or adequate communication presented if from (probably) not being detected by warning traffic. If I was asked "How government or local government controls, towards recognizing the "lets not concern on Health and Safety" reduce "signs and new road master" which which has been demonstrated here. We should all be safely, supported by the protection of the Project Team that their conviction is related to danger that, finally, they should have been aware of without them needing to be present to it then. That failure is not when the danger has been pointed out simply "specific evidence". "Traffic management plan, in 100, giving a very obvious red status and warning to every car that drive past.	James Rott (superintendent) investigated the situation with the traffic team.	It was soon realized that the supposed gesture was a mere wave, the population new age wave used often by traffic management around the country. A response was drafted and passed back to Dooner. There is also a planned Alliance wide toolbox where they will be brought up to people and more aware and careful that their actions are not taken in the wrong way for public members.
1/03/2025	[REDACTED UNDER 552(a)(4) OF THE LOGJAN]	N/A	Completed was given on site to Hon Waples said. Related to the team traffic team not putting over when setting up the thresholds in the morning, contact traffic behind apparently.	[REDACTED UNDER 552(a)(4) OF THE LOGJAN] and this may be an exaggeration from the complaint as the whole site was up in 20-30 minutes. Russell has seen some news from a Camera and Stakeholder perspective.	N/A
23/5/2025	Arthur Jackson	arthur.jackson@gmail.com 021 492 505	Arthur called the project team to be inside the accident at Marina Bay was notified, and no more on person. He was called the following day and communicated his frustration with the Project for not ending out of immediate communication regarding the accident incident for your community of the day.	N/A	Communication Lead talked to Arthur on the phone and also sent a follow up email to communicate that the medical area and delays to traffic was outside of the projects control, but we will attempt to improve our communication around traffic movements on the Eastern Bay.
1/08/2025	Resident of [REDACTED UNDER 552(a)(4) OF THE LOGJAN] Home Drive	Resident said that vibration events on Marine Drive had caused a significant issue with property and driveway. Also claimed that 3 hours at the back of his property have been without vehicles access.	Response sent back to resident with evidence of noise and vibration monitoring that site was over work times.	N/A	N/A

Date	Name	Details of query	Response provided	Action required (if any)	Email address /Contact
17/10/2022	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Inquiry as to when work will be ongoing outside property and during school holidays	Provided information on construction methodology and timings	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
29/11/2022	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Inquiry as to progress made	Provided overview of obstacles faced by team and directed to updates posted on website and community facebook page	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
22/12/2022	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Inquiry as to whether two logs moved by team within Days Bay work site can be placed back in same position	Confirmed it was possible and request had been passed on to site team	Site team moved logs back into approximate prior location	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	I'm sorry I missed your open day on Sat. How did it go? Based on your experiences to date building the Windy Point to Days Bay bit and the lessons learned. Did you need to revise your timeline? What is your expected completion date for the round-the-bays bit? I.e to the Marina at Point Howard?	The open day went well thanks. We had a good turnout of residents, local councillors (including the Mayor) and invited media. People were interested in seeing the progress that's been made so far and the chance to see the new seawall up close. Our project team answered lots of questions! We expect the whole project to be completed by mid-2026.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	You have installed a temporary roundabout at the southern end of the new Tupua Horo Nuku bike path, where it joins Muriwai Road/Marine Parade. As a cyclist who often travels to Days Bay and Lower Hutt, this is a great safety feature when returning to Eastbourne as I usually choose to fork right into Marine Parade at this point. Let me explain... The old arrangement (no roundabout) forced me to struggle to get into (and to stay in) the right lane so as to turn into Marine Parade, with impatient cars trying to overtake me and forcing me left. The new (temporary) single lane and roundabout arrangement allows me to keep right and so make this turn safely. In re-establishing this intersection, please would you take into consideration (south-going) cyclists entering the area from the north. How will they get from Tupua Horo Nuku onto Muriwai Road/onto Marine Parade without being crowded out by impatient rushy drivers?	The roundabout was only ever intended to be temporary as a place for project vehicles to turn around. We will leave it there for the duration of the project, then will consider a more permanent roundabout if the community wants one.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Eastbourne and the Eastern Bays is the site of the area's oldest non-Māori and non-British community – our Italian community (which later spread to Island Bay, but which continues here in Eastbourne and the Bays). The section of the Shared Path currently under construction is particularly rich in our local Italian placenames: Della Barca Corner, Rona Bay, Russo Point, and Russo Bay. The Italian fishing boats were moored in Days Bay. The boats were built in Russo Bay (where the shared path ends) surrounded by the homes of Italian fishing families (Della Barca Corner). The fishermen walked around Russo Point to Days Bay to get to their fishing boats – or rowed around in dinghies – depending on the weather. It is not too late to incorporate our community's Italian placenames into shared path signage. There is no reason why the placenames on the signage can't be in their Māori, English, and Italian versions. The Italian placenames are all preserved in our local histories and common usage. The Eastbourne Library, the Eastbourne Historical Society, and the Garibaldi Club all variously have copies of our local Italian history books. I have given talks about this to the Days Bay Residents' Association and the Eastbourne Historical Society (copies of which are held at the Eastbourne Library and by the Eastbourne Historical Society). The older members of our Italian community would also share the placenames with you. All of this was provided in feedback during earlier phases of the project. Our community does not understand why this part of our cultural heritage is being ignored in the proposed signage. It is not too late to include the Italian placenames beside the Māori and British ones in the signage.	Thank you for your feedback. We'll be producing information boards for the shared path and can certainly include information about the Italian heritage of the area on one of those. Regarding place names – we're only including English and Māori names on signage because they are the official languages of New Zealand. Additionally, if we add more languages, other nationalities in the area may ask why we're not including their language. Too many languages would make the signs look cluttered.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	I have a question, just out of interest really. We live at [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Drive and the area in front of our house was one of the very first to have works and digging etc. Is there a particular reason why this is also one of the last areas to have the grey concrete walls installed?	When we started excavating at that end, we found the ground conditions to be different from what the geotechnical investigations suggested. This required a re-design of our foundations which meant we had to adjust the sequence of works.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Why is the sea wall at same level as road? Surely we should be future proofing and doing as Dutch and build useable bunds?	The seawall is designed to accommodate future resilience works e.g. more seawall layers can be added to increase the height of the seawall and address rising sea levels.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Thank you for the notice. Are you able to provide an update on the cost to date?	The cost to deliver the whole project is \$79.95m.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	The Eastbourne Community Board has received positive feedback from residents about the new bird protection area at HW Shortt Park. The designers and Downers have done a super job with the rope barrier and the new path outside the barrier is appreciated. Please pass on our thanks. Residents are asking if the two memorial seats inside the roped-off area will be moved so they can be reached more easily and if so, to where?	Yes, they will be moved and we will be getting feedback from residents about where they want them to be re-located.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	-	We're so sorry to hear your businesses are struggling, something many people are coping with due to the recession and the weather events that have happened in some parts of the country. From what we've seen, there are only occasional build ups of traffic in front of your café and heavy vehicles are operating further down the road on the construction site (although we acknowledge there's still some noise that people in the whole area have to put up with). By late July/early August, we expect all sections of the new seawall to be in place in Ma-koromiko and the shared path to be useable in that bay – so traffic issues should be reduced after that and the benefits of the project will be very positive for the broader community. Thank you for your patience. We expect that by late July/early August 2023, all sections of the new seawall will be in place in Ma-koromiko and the shared path will be useable in that bay. The expected date for the installation of the seawall in Sunshine Bay, along with the opening of the shared path in that bay, is the end of this year.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	When are these two sections expected to be completed?	Planning for how the pathway will connect through Days Bay is part of a wider and separate project that includes all of the considerations of this busy area. In the meantime, there are transition zones where the shared path finishes at either end of Days Bay that enable cyclists to navigate through that bay.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	What are Council's plans for extending a safe cycle path through Days Bay?	Timelines for consultation and works are yet to be confirmed.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	When is a proposal likely to be available for consultation, and what is the expected timeline through to completion?	No. The work inside Williams Park is intended to provide amenities for visitors to that park. There is not an expectation that Williams Park will provide part of the cycleway function.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Will the work approved for Williams Park impact any future proposal for a cycleway, ie, is it future-proofed so that none of the work there will need to be removed or re-done?	Phone: An ecologist and penguin dog have recently confirmed there's a penguin nesting in the site. Our permits mean we are unable to perform any works in the area while there's an active nest. We can keep you updated on the timeline for the removal of the rubble as it becomes clear.	Provide update on timeline for removing rubble from beach when we can	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
10/06/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Says he was in touch with us about 8 months ago and asked for an update on the timeline for removing rubble in Sunshine Bay across from the Challenge Station	Approximately 8% of the construction budget is allocated to traffic management.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/07/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Good to see the progress made at Windy Point. What percentage of the project's total budget is devoted to traffic management?	The Bay Specific Urban Design Plans for Point Howard are still being worked on. Once these are completed, we submit them to Council for feedback, then make amendments as necessary based on that feedback. After the designs are certified, we then consult with the public – so there are a few steps to go through before that happens, but we look forward to your views when we get to that stage. We'll let people know when consultation starts and how to submit in a newsletter. With regards to penguin nesting in the area, we're establishing 4 bird protection areas as part of our consents for the Tupua Horo Nuku project. One will be at Sorrento Bay for oyster catchers and the other 3 are penguin habitats in HW Shortt Park, Bishop Park and Whiorau Reserve.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/07/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	I read in the Tupua Horo Nuku July 2023 Newsletter that the design for the section at Point Howard had commenced. I am a long-term resident at Point Howard and am very interested in the path design on this section and how it impacts on the Point Howard Beach. I am also interested in the provisions for penguin nesting in this area. Could you please send information on how I might have some input or be able to comment on the design of the Point Howard section.	1. The large hole is where the stairs, which will provide access to the beach, will be installed. Procuring the special units for these stairs has taken months longer than anticipated. However, we're expecting these units to be delivered in the next two weeks and they will then be installed. The timeframe for installation is one week of good tides. 2. The smaller holes spread along the wall are for drainage and pipes are being put into these holes, with the culverts protruding through the wall. We finished our first culvert last week.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/07/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Why are there gaps in the wall between Windy point and Days Bay preventing the top surface, rolling etc. from being finished. I assume once all precast panels are installed and the top surface prepped and rolled then it can be asphalted and the road opened. It is frustrating having 2 areas where there are Stop Go restrictions. I would like to know why some of the precast panels have not been completed on the first stage. Looking forward to your response.	In the design plan, it looks like there will be stairs in the same location as now	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
12/07/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Will the stairs in York Bay near the bus stop be retained?	Sewer main work won't impact stormwater flow, however our design plan says we will replace and extend stormwater pipes through the new seawall, which will likely improve the flow of the stormwater pipe. I suggested he should raise the drainage issue on his forecourt with HCC as it's outside of the scope of our work.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
11/09/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Stormwater drain in his forecourt doesn't flow well and build up is eroding the concrete around the drain. He asked me if the sewer main upgrade would address poor flow of stormwater.	This has been communicated and referred to Kara (HCC) as there were Wellington Water Contractors working within our corridor access which hadn't been communicated this week.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
8/10/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Who is managing Stop Go set up within THN access corridor? Looks like by Wellington Water contractors?	Phone: Design plans are currently being certified by Hutt City Council. The plans need to be certified before we can begin. Depending on this and a couple of other factors, we're looking to start construction in mid to late November. She said she would send us an email.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
10/10/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Asked for an update on construction plans for York Bay	We are still carrying out pavement works at the northern end of Ma Koromiko and need to keep at least 4 of the original car parks blocked out. I do not believe we are currently occupying any more than that.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/11/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Caller requesting that the cones are removed that are blocking carpark (south end of days bay)	Communicated by Desiree (Traffic Manager)		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
10/11/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	query about the kerb blocks in Mā-Koromiko near [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Dr and whether they were too close together for cyclists and for herself to wheel her kayak across to take down to the beach	I've passed your query onto one of our project engineers, who looked at the plans for the area. The 50cm space between the kerb blocks was used to help prevent cars from going onto the shared path. It also encourages cyclists to stay on the path, which will help improve safety and traffic flow for them and for motorists.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/04/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Car damaged as part of project works. Ramsbottom, contractor of the Alliance, calimed this was their fault and would pay the invoice to repair the car.	Closed out with resident and Ramsbottom directly		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
6/04/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	objected to need to wait for pedestrian escort through Lowry Bay	a pedestrian escort is for your safety, it's not needed if you're on the footpath in Lowry Bay		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
5/05/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asks for an online version of newsletter to share	A link to the newsletter section of the site was shared.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/05/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asked about the pothole on Whiorau/Lowry Beach and whether we knew about it.	We referred this to the project archaeologist, who would investigate. We would keep [REDACTED UNDER S7(2)(A) OF THE LGOIMA] informed of any update	Update [REDACTED UNDER S7(2)(A) OF THE LGOIMA] as investigation progresses	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
5/06/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asks for an update on Mahina Bay design plans such as power poles and northern bus stop	The project team are preparing the Mahina Bay design plan for certification. This is the next step for the bay. Certification clears the way for construction to begin in 2025. A specific construction start date will be provided to the Mahina Bay community when it's available. We can confirm no further consultation is proposed for Mahina Bay. Extensive consultation was undertaken for the bay, including two rounds during the draft design stage in late 2022 and early 2023. During that consultation, it was signalled that certification would be sought in June 2023. This was delayed due to complexities associated with the issues you've raised. Undergrounding of power poles remains out of scope and beyond the budget assigned for this project. Poles will be moved seaward and embedded into concrete 'sockets' formed in the seawall. These will be outside of the effective path width to remove any safety hazards to path users. The northern bus stop and shelter will be removed during construction. Greater Wellington Regional Council, Hutt City Council and the Eastbourne Community Board agreed that this was acceptable, given its proximity to other bus stops in Mahina Bay and York Bay. The southern bus stop will be relocated slightly north of its current location.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
9/06/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Asked when Sunshine Bay would be complete	Thank you for the feedback about the Tupua Horo Nuku website. We've reviewed the site content and how we can make our site easier to navigate. We want it to be as helpful as possible.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
9/06/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Asked for an update on Mahina Bay	Sunshine Bay is expected to be completed by the end of the year.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
11/06/2024	Arthur Jacobson	Email with customer and a follow up phone call about his concerns with the number of traffic stops on the Eastern Bays - claiming up to 4. Asked to see the CTMP.	Mahina Bay's design is being finalised, with an expected start date of mid to late 2025 for construction.	HCC to respond	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
3/07/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Requests for further signage on the shared path, such as 'keep left' 'ring bell when passing'	On the phone call, Russell explained that not all the traffic stops are project related. After the phone call, an email was sent to the customer saying that HCC will respond with the infoamtion he has requested. Kyle (HCC) has provided the most up-to-date CEMP and CTMP		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
5/07/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asks about light loggers for seagrass in Lowry Bay	The Alliance is adding additional 'keep left' markings on the path at strategic locations. In keeping with design priorities, other markings will not be considered at this stage.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
6/07/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asked about Bishop Park BPA and plans for the fence	light loggers help us monitor and prevent potential impacts of sediment on seagrass bed in the area. Subscribed her to the newsletter and sent her a link to latest issue which has more detail on light loggers.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
5/08/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Called the 0800 number re flooding slipway at CL Bishop Park	this was referred back to HCC, as Bishop Park BPA is outside Tupua Horo Nuku's footprint		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
6/08/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Called the 0800 number re fencing at CL Bishop Park	Passed caller on to David Kennedy at HCC		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
11/08/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Question on the ophone regarding the design of York Bay, specifically about pedesdrian access from Taungata Road to the shared pathway. Criag provided a follow up question regarding the removal of concret buffers to allow a smooth transiton for cyclists heading from Taungata Rd and onto the cycle path heading south	"Thank you for your phone call, I've had a chat with one of our architects who finalised the design of York Bay and i can confirm that the old bus shelter will be shifting north and there will be a safe thoroughfare on either side of the new bus shelter where people can cross over onto the shared path. The current bay specific urban design plan is linked here for you but i've taken a screengrab of the proposed open spsce arrangement in York bay by Taungata rd below. Hopefully this helps and if you have any further questions please let me know!" A follow up answer regarding the concrete buffer removal: "Thank you for your patience and query regarding the concrete buffers in York Bay. We've discussed this with our engineers and design team, who explained that consideration for all users of the path had been factored in including vehicle traffic turning onto Marine Drive and other transport modes merging onto the shared path from Taungata Rd. The placement of the buffers and the current entry/exit point onto the shared path, has been developed to allow for safer line of sight for all users whether it be drivers, cyclists or pedestrians, hence we will not be removing the buffers in the area indicated. We appreciate your email and have registered this as feedback in our system."		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

4/09/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asks whether rubble close to low tide line at Sunshine Bay beach will be removed as part of revetment work	the team will attempt to clear this when tides allow		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/09/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asked about light loggers in Whiorau/Lowry Bay	The waratahs have light logging sensors on them and the floats are a visual aid to mark their location for anyone in the water. The sensors let us monitor how much sediment enters the water. Whiorau / Lowry Bay has seagrass meadows in it and sediment can make the water murky which may inhibit their ability to photosynthesise. Te Ara Tupua Alliance works hard to minimise the impact of construction on the natural environment, and monitoring the bed means we can proactively respond to any impact we may be having on it.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/09/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asked about kerb blocks in Sunshine Bay and why they're a different colour to Mā-koromiko	All kerb blocks installed by Te Ara Tupua Alliance as part of Tupua Horu Nuku will be painted white so they're easier to see. The kerb blocks in Sunshine Bay will be painted after they're permanently secured and grouted in place.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
5/10/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asks about plans for the path at the Skerrett boatshed	the path will narrow at this point to approx 1.5m wide and the shed is staying in place.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
6/10/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asked about path graphics in Ma-koromiko	After receiving community feedback, Council have agreed to add markings that encourage users to keep left. Te Ara Tupua Alliance will apply the below graphic markings to the shared path. This will likely be in July 2024, when the team are in Mā-koromiko to complete a few other touch ups.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/10/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asked about purpose of Whiorau Reserve fence, saying it obstructs penguins access to the hillside	By design, there are no gaps at the bottom of the Whiorau Reserve fence. This is to prevent little penguins in the Bird Protection Area from wandering onto the road, where they'll be vulnerable to passing traffic. Te Ara Tupua Alliance will undertake planting and install nest boxes in the Bird Protection Area to create habitat for little penguins to nest in the Reserve.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/10/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asked about beach access ramp in York Bay, including width and suitability for getting a small handheld boat trailer down to the beach	The beach access ramp's primary purpose is providing people of all abilities access to enjoy the beach. When designing the ramp, we've also considered, as far as possible, the community's feedback on a width suitable for small boats and a pontoon structure. The ramp's geometry is summarised as follows: • From road level to the seawall landing, the ramp is 2.7m wide with handrails reducing the total available width to 2.6m, • From the landing to the typical beach level, the ramp is 1.5m wide and there are no handrails or guards on the seaward side. <i>The project provides a wide ramp which will be safer and more inclusive. We consider this a significant overall benefit.</i>		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
4/11/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Asks about the purpose of the balustrade and whether design complies with aspects of Building Code around fall from height risk and protecting children under six.	The design of the balustrade is to provide safety from falling and accommodating community's wish to maintain harbour views. The design was assessed internally and by a peer reviewer as meeting all relevant Building Code requirements.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
11/11/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Customer, who is representing the York Bay Residents Association, asked to host a morning tea for the York Bay construction team and also had some questions around the design elements of the BSUDP.	Russell to call and respond about the event, and the Comms team are currently drafting a response about the BSUDP queries	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
11/11/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	"Just reaching out to ensure your workers are protected. Is it possible, when putting cones out, to have the following vehicle signed "No Passing". Some impatient and idiotic drives frequently are passing your two vehicles at once"		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
12/11/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] raised other queries after an issue around parking was resolved. (see complaints, dated 9/12/24) - Will the seaward side parking go (at the corner of Lowry Bay under the trees) - What is the height and length of seaward side fence in Sorrento - A question about beach access	Follow up response provided to [REDACTED UNDER S7(2)(A) OF THE LGOIMA] for his design questions. He was directed to the 'General Arrangement Plan' for Sorrento Bay, the 'Specific Urban Design protocols' for SOrrento and public consultation documents, and the design protocols for THN. If he had any other questions, he was told he is welcome to ask.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
25/01/2025	Car damaged by traffic light - [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	When TM was setting up TM lights, before they were secured down, a gust of wind blew them over and damaged a public members car	Resident was okay. This was repaired by the Alliance.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
25/01/2025	Resident at [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Drive	Slightly agitated by the TM set up outside their residence. Site STMS spent time explaining why the lights needed to be positioned in this space	No action required		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
9/02/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Good morning We have just returned from holiday and are really surprised with how much progress has been made in the five weeks we were away. Do congratulations on that. I do, however, have a question about the wooden fencing in Sorrento Bay. We had presumed it would be the same type of wire rail fence, consistent with the rest of the work completed. Are you able to tell me why the wooden fence has been constructed in that section. I am due it is for a good reason, but it does seem out of keeping with the rest of the project. Many thanks [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thanks for passing on your feedback. It means a lot to our team who continue to work hard in the bays, so I will make sure to pass this on to them. Regarding the wooden fence, an area of approximately 200 m ² of rocky foreshore at Sorrento Bay has been identified as a known breeding site for at least one pair of tōrea pango / variable oystercatchers. As part of the project consent conditions and to provide protection to the endangered species, the wooden fence has been established in front of this Bird Protection Area. The fence is designed to keep dogs out and screen oystercatchers and their young from people using the shared path. In this particular location, a stainless-steel fence would not offer the necessary level of protection required. I hope this is helpful, Beverley. Feel free to reach out if you have any other questions. Ngā mihi, Bodhi - The Tupua Horu Nuku Project.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
10/02/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	The new boat ramp has been completed in York Bay and I love it! I can wheel my dingy down from the house and launch it easily, thanks to its width and gentle slope. I tried it out around new years eve, going fishing in the bay for the first time since the old ramp was demolished about a year ago when construction began in the bay. I'm delighted by the thought and care that has gone into this, balancing the needs of a working fishing ramp, the aesthetic requirements of a pleasing walkway, and the accessibility requirements for those with wheelchairs and prams. Thank you so much for this attention and thoughtfulness! I see now that some additional low concrete barriers have been added since then (presumably to prevent cars parking on the walkway), and a gap left in them to allow wheelchairs or prams through. Unfortunately, the gap is quite narrow - less than the width of the ramp, even less than the width of the wheels on my hand cart for the boat. There's a wider gap a little to one side, but as that opens onto a gravel area, I am assuming it is not intended for a boat to cross and probably is planned for planting. Please can we get the gap widened between the concrete barriers / curb blocks to allow a boat to pass? Ideally, I'd love to see the gap made to be the same width or a little wider than the ramp itself.	First reply sent on the 10/02/2025: Thank you for your email and kind words. We will follow up with our design construction team and get an informed response back to you shortly.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
2/03/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] & team, again good work on the continuing progress with the shared pathway. In response to our previous request for clearer demarcation for "biking/walking/stay left", we note the added pavement signs with exactly the right directions plus a white line in the middle - great! But we also note the old misleading signage is being repeated along the newly completed sections in Sunshine Bay, York Bay, etc. Just yesterday, a group of us were walking along Ma Koromiko & almost collided with a bike speeding on the "wrong" side. End of story.	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for reaching out regarding signage along the shared path. The below path line markings will be installed at either end of each Bay to suggest path users stick to one side. If these markings have not yet been included, they will be installed before the pathway in each bay is deemed complete. We also note that because the direction of travel cannot be enforced, it is up to all users to be courteous of others when using the path.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
25/03/2025	Community request to salvage material from Māhina Bay.	Request approved, construction team salvaged material during removal.			[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/04/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] (Wellesly School)	A phone call from Wellesely School [REDACTED UNDER S7(2)(A) OF THE LGOIMA] about the traffic delays impacting the buses	Two emails sent, with no replies recieved. Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for reaching out to the Tupua Horu Nuku Project team yesterday. We understand your concern regarding the traffic and its impact on the school bus run. The project team takes particular care and attention to the traffic management, ensuring a safe environment for commuters and workers while also juggling wait times. There is a big emphasis on monitoring our performance along the Eastern Bays. We use live data to track delay time and ensure adjustments are made when and where required. You can view the delay times in the 'traffic data' section on the Tupua Horu Nuku project website, attached here. After you have had time to review the data, we are happy to coordinate a time for you to meet with a representative from Hutt City Council and the Project team. This would allow us to understand your concerns in more detail and address any questions you may have. Please let us know if you are interested in this potential meeting. Safety is our top priority as we work along the Eastern Bays. We are committed to ensuring the safe transit of commuters and a secure environment for our staff, while also making every effort to minimise delays. Ngā mihi [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Tupua Horo Nuku Project Team follow up email below: Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], I hope you're having a nice week. I'm following up to see if the school is interested in scheduling a meeting with our project managers from HCC. We're more than happy to facilitate this conversation. The Project acknowledges the concerns of the school, and we're committed to ensuring that we cause minimal disruptions to school bus operation. Please let us know if the school is interested in this potential hui, we would be more than happy to organise this. Wishing you all the best for Easter. Ngā mihi, Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/04/2025	Wall damage at [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Drive	Minor wall damage to the resident's property.	Contractor hired to repair the wall.	Russell Obee (Person Liason Officer)	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
11/04/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi, The Bike/walking shared path has nearly finished @ Pt Howard Looks good... but we have lost many carparks ... in the summer we are especially popular with families, second only to Days Bay. It would be great to have some Bike Racks for security, close to the beach/bus stop. There is one only Maybe that's how people will come to Pt Howard Beach by bike(?) Also noticed in the weekend people sitting on the pathway, while watching their children playing on the high tide mark. Regards [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	We acknowledge that this area previously allowed for approximately nine unmarked 90-degree parks, which are now seven formalised parallel parks. The revised layout reflects the need to safely integrate the seawall and shared path, maintain essential beach access, and manage space within the physical and design constraints of the area. Once the shared path is complete, we'll be encouraging people to get around the bays by using the path (on foot or by bike) and there is a bike rack located at Ngau Matau / Point Howard. Appreciate you highlighting that people are sitting on the path, we're aiming to do some general awareness about path etiquette over the summer as more people start heading to the beach, so we can support everyone staying safe around our bays. Ngā mihi, Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
12/04/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	question at the Eastbourne Market about Kororā protection processes and BPAs	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], I'm following up on our recent discussion at the Eastbourne Market. Thank you for raising your query about the new Bird Protection Areas and the processes we have in place to protect Kororā. Below is a link to the Tupua Horu Nuku Project page, which outlines information about the new Bird Protection Areas, the works related to these areas, and the measures we are taking to best protect Kororā during construction. Protecting our native birds Hutt City Council If there is anything in particular you'd like to know more about, please feel free to sing out — we'd be happy to provide further information. I hope you find this information interesting and informative, Jude. Ngā mihi,		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
12/04/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Query relating to difficulty for pedestrians to move through Māhina Bay while works are active	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], I'm following up on our recent discussion at the Eastbourne Market. Thank you again for raising your concerns about pedestrian access in Māhina Bay during construction of the Tupua Horu Nuku project. Pedestrian access is challenging to manage due to the narrow working corridor and the constant movement of plant and vehicles. Because of the limited space between the harbour edge and the road, we are unfortunately unable to provide a designated pedestrian pathway. However, our traffic management and construction staff are always happy to assist you through the worksite when it is safe to do so. Please make our on-site team aware when you wish to travel near the worksite, and they will be happy to assist you. We ask that you please take care and be patient when passing through, as it is an active worksite. Our focus is to ensure the safety of all commuters and workers while we deliver these improvements to Māhina Bay. Ngā mihi [REDACTED UNDER S7(2)(A) OF THE LGOIMA],		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

12/04/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Query about the wooden fence in Sorrento Bay	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], I am following up on our recent discussion at the Eastbourne Market. Thank you for raising your query about the new wooden fencing installed as part of the Tupua Horu Nuku Project. In Sorrento Bay, approximately 200 m ² of rocky foreshore has been identified as a known breeding site for Tōrea Pango / Variable Oystercatchers. To help protect this endangered species, the wooden fence has been erected to keep dogs out and to provide a visual screen between the oystercatchers and people using the shared path. This work meets the requirements under the project's environmental consent conditions. I hope this information is helpful, Julie. Please feel free to reach out if you have any further questions. Ngā mihi,		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
12/04/2025	Arthur Jacobson	In response to the LCCPMA response on 14th November, Arthur sent a follow up email. Dear Ms van der Splinter It isn't 1984, Black isn't White and War is not Peace! In our society words mean what they say regardless of what Hutt City might want them to say! You can say that "The Independent Hearing Panel's original consent did not include a condition limiting construction to one bay at a time" but, despite delusions of infallibility, this does not override plain English words. These plain English words include the following: 3.2.3 of the Original Consent; "Each Bay will be constructed in full before moving on to the next one...."; and paragraph 6 of Section 1 of the 9 July 2025 Consent (on page 2) explained the need for the new consent by reference to the Original Consent as follows: "The proposed change of condition seeks to amend condition GC1....[which] through the AEE...was predicated on the construction process being limited to off-peak times and staged with a single bay at a time...." (emphasis added) If the original consent did not include one bay limitations, then why was a new consent necessary to amend condition GC1 in this exact manner? Despite HCC's denial, this to me means that all work on 2 or more Bays before 9 July 2025 was unconsented and thus unlawful. As work on 2-3 Bays was constant from mid 2023 at the latest, this means that your second and third traffic stops for over 2 years were unlawful. Please therefore either supply the information requested in my email of 15 November under the heading "If Independent Panel Consent Condition of "One Bay at a Time" was not varied" or advise that you will not do this. If the latter is your response, I can consider one or more of the following actions: Asking the Ombudsman to investigate Refer the matter to my MP, Chris Bishop, who is also the Minister in charge of RMA matters Make a claim in the Disputes Tribunal for my costs in being unlawfully obstructed from going about my business from 2023-2025. I await your reply Regards Arthur Jacobson	Sent directly to HCC, the Alliance to support the response if requested Response from HCC 9th of December. "Tēnā koe Arthur, Thank you for your email of 4 December 2025 regarding the Eastern Bays Shared Path consents. We understand your position. However, it is important to note that under the Local Government Official Information and Meetings Act 1987, Council is only required to provide information it holds. It is not required to create explanations or provide opinions. As outlined in our response of 3 December 2025, Council has provided all information it holds relevant to your request of 14 November and your subsequent email of 15 November. To confirm: The Independent Hearing Panel's original consent did not include a condition limiting construction to one bay at a time. A section 127 variation was granted on 9 July 2025 (RM250100) to allow multiple bays. A copy of this decision was provided to you. Council does not hold any correspondence or discussions explaining why this change was made. For the scenario you described in your 15 November email ("If Independent Panel Consent Condition of "One Bay at a Time" was not varied"), Council does not hold any information because that scenario does not apply. Council does not hold any further information on this topic. If you would like to take this further, you are welcome to seek an investigation and review by the Ombudsman. Information about how to make a complaint is available at: Contact the Ombudsman Ombudsman New Zealand. Ngā mihi nui,'		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/05/2025	Colourful boat shed	Engagements with the project team which was passed on HCC PM			[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/05/2025	Lowry Bay site compound distestablishment	Coordinating the team at Whiorau Lowry Bay to exit the compound used for site storage.	Site was cleared and tidied up on the 7th of May 2025	Russell Obee (Person Liason Officer)	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/05/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Inquired about the car parking in Northern Ngau Matau. Some areas in the CentrePort block were obstructing access to the pathway. [REDACTED UNDER S7(2)(A) OF THE LGOIMA] followed up again as there were public parking in the area on Saturday 19/7/2025.	Communicated this to CentrePort who have removed carparking and will monitor the space. Further communication with CentrePort rep. CentrePort had noticed the incident on Saturday and reported to HCC, as well as left notes on the cars to indicate this area was out of bounds. Further monitoring of this area - if it happens again, temporary fencing will be considered.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2025	York Bay driveway repair works - [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Drive [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Minor damage on HCC land near residence driveway. Asked for this to be repaired	Scheduled as part of project works.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/06/2025	Resident claimed construction works damaged car tire	After investigation and support from Jones Automotive, it was discovered this was popped by a police tire spike. Engaged with the resident to confirm this.			[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
3/06/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] called and asked if the Traffic Management Team could pull over when setting up in the morning as large queues were building up.	Bodhi talked to Michael who reminded the TM team to pull over where safe. Bodhi called [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and she had already noticed a difference.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/07/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Resident at 445 Marine Drive is unhappy with the placement of the new powerpole and transformer installed, located adjacent to his household. On 7/7, he sent a formal warning to the Project noting his concerns and requesting and urgent meeting to discuss resolutions.	A meeting with HCC PM and Alliance representative on the 8/7 occurred.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
10/07/2025	Sent from HCC Customer Services Team	Kia Ora Team, [REDACTED UNDER S7(2)(A) OF THE LGOIMA] is upset there is no stair access to the beach anymore and would like an update as to when this will be fixed. Can someone please call him back to on [REDACTED UNDER S7(2)(A) OF THE LGOIMA]?	Phone call and email correspondence with [REDACTED UNDER S7(2)(A) OF THE LGOIMA] about the programme, as well as seawall design.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/08/2025	Camera placed at resident [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Drive	Agreed to place a camera inside their residence to monitor TM safety. Resident kindly reached out to ask when the camera is being moved, and said the duration can be extended until a new, suitable location is determined.	**		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
8/08/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Aksed for the steps in Southern Lowry Bay to be cleared.	Action completed. "Mōrena Bodhi Please thank the team! I was able to access the beach easily last night. I know other residents will appreciate this too. Ngā mihi nui! [REDACTED UNDER S7(2)(A) OF THE LGOIMA]"		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
12/08/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Customer called to report that the roadworks being done on Marine Bay used a piling machine that causes alot of vibration. He has concerns as he said that the vibration has caused a huge crack on his property and driveway.	HCC to respond. Vibration monitoring from the Alliance confirmed this claim is not plausible.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
14/08/2025	Arthur Jacobson	Meeting in person to discuss Arthurs concerns.	Positive result with Arthur being pleasant near the end of the meeting. Arthur expressed frustration for wider Council matters in his area, many issues were explained to Arthur in relation to the project.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
18/08/2025	Resident at [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Drive	"Why is the fence at Sorrento Bay using timber pickets rather than the stainless steel wire used elsewhere?"	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], An area of approximately 200 m ² of rocky foreshore at Sorrento Bay has been identified as a known breeding site for at least one pair of tōrea pango / variable oystercatchers. As part of the project consent conditions and to provide protection to the endangered species, a wooden fence has been established in front of this Bird Protection Area. The wooden fence is designed to keep dogs out and screen oystercatchers and their young from people using the shared path. In this particular location, a stainless-steel fence would not offer the necessary level of protection required. Thanks, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Feel free to reach out if you have any other questions. The Tupua Horu Nuku Project.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/10/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Enquired about faulty street lights in Whiorau Lowry Bay. This was effecting safety of commuters and visibility for bus drivers.	Contractor confirmed the street lights will be repaired on the 10/7. Response from the resident was positive 'Thanks so much for following up'.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/10/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Enquired about faulty street lights in Whiorau Lowry Bay. This was effecting safety of commuters and visibility for bus drivers.	Contractor confirmed the street lights will be repaired on the 10/7. Response from the resident was positive 'Yay awesome and thanks so much for taking my call and helping out. I appreciate it'		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
6/11/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Followed up regarding the planting plan at Bishop Park following the ECB meeting with HCC PM.	This is being dealt directly with the HCC PM		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
6/11/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Followed up regarding Sunshine Bay rubble located adjacent to the northern stairs on the beach. HCC directed [REDACTED UNDER S7(2)(A) OF THE LGOIMA] to the project line. HCC recommended [REDACTED UNDER S7(2)(A) OF THE LGOIMA] ask that this matter be put under 'urgent matter' to resolve.	HCC PM that he had spoken to [REDACTED UNDER S7(2)(A) OF THE LGOIMA] a month ago (13/5/2025), and it was communicated the rubble was not project related. This is now sitting with HCC to check in with GWRC to see whether this matter could be resolved.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
7/11/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi, sorry to bother you, Is there any reason why the is a stop go inlowry bay when there is no workers on site anywhere. Seems very strange. Cheers Hi BOOM/Russell	"Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], There was a briefing for all Tupua Horu Nuku staff at the Seaview yard that went longer than anticipated. The team is now back out working. Thanks, have a nice day. Tupua Horu Nuku Project Team."		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
10/11/2025	Arthur Jacobson	I re-iterate that you are spending 10s of \$ms on your trophy project including "shared path" stencils at short intervals and frequent pretty sand blasted patterns Yet, despite spending these ever ballooning mammoth sums on the trophy pathway, HCC is unwilling to pay c\$2007 to put a further 2 of the same "shared path" stencils on the short highly dangerous stretch of the old legacy pathway between the southern end of The Promenade and the Eastbourne Bus Terminus. See video attached for examples of traffic and pathway obstruction. Given this refusal, I will be exercising my right to ask the Ombudsman, under s13(1) of the Ombudsman Act 1975, to investigate the affect on me and other Eastbourne residents of the gradual and deliberate morphing of the February 2019 Assessment into the Monster we currently encounter 365 days a year in trying to live our lives and which, in terms of dog walking on my local beach and views, will be with us for ever. Regards, Arthur	Response aligned with previous communications. Communicated that this area is outside the scope of the project and Arthurs request for stencils on the old legacy pathway has been passed onto HCC.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
15/11/2025	Arthur Jacobson	More information sent through from A Jacobson the following day Sorry to bombard you with requests but, rather than wait for your response by 12 December and then wait a further 20 working days, I would like to add the following "peripheral" requests. This should also be more convenient for HCC as they can collate these materials at the same time as those in response to my requests of yesterday. My requests are alternatives, ie only one "set" will be applicable: If Independent Panel Consent Condition of "One Bay at a Time" was not varied If there was no change to the Independent Panel Consent (your Doc-2) allowing work on only 1 Bay at a time, please supply all correspondence and discussions in relation to why work on up to 4 Bays at the same time (with 3 consequential traffic stops) was appropriate/legal under a consent which specified only 1 Bay at a time to be worked on. If Independent Panel Condition of "One Bay at a Time" was varied If the Independent Panel Consent (your Doc-2) was varied to allow work on 4 Bays at the same time, please supply a copy of the varied consent(s). In this circumstance, please also supply all correspondence and discussions relating to why it was appropriate to move from 1 Bay to 4 Bays at the same time. Sincerely Arthur Jacobson'	Sent directly to HCC - Alliance to support response		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
24/11/2025	Concrete Rubble at Māhina Bay - [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Resident reached out and asked whether concrete located in the water can be removed. Resident claimed that this was promised by Alliance that thiw would be removed, although there is no history or evidence to this claim	Decision pushed back to HCC as this sits outside the scope of the Project.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

5/12/2025	Māhina Bay Residents Association	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] communicating with the residents association in Māhina Bay to recover parts of the buss top. This was a request from the Residents Association in late 2024 and Russell reached out when works were approaching.	The shelter was carefully disestablished and material was donated to residents		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
18/12/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	I am a local resident. Thank you for the work around Point Howard. The plantings are very nice and the area around the bus stop is tidy and inviting. Can we please have rubbish bins reinstated at the bus stops and provided next to seating along the shared path. The Summer influx of day visitors brings rubbish - plastic bottles, broken glass, cans, food containers, lost shoes and clothing. It ends up on the beach. Currently there are no rubbish bins beachside.	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for your feedback on the recent upgrades at Point Howard. We're pleased to have completed this section ahead of the Christmas break. During consultation for the project, the placement of rubbish bins was discussed extensively, with feedback both supporting and opposing their inclusion along the path. Ultimately, it was decided not to install bins along the pathway. This decision was made to encourage users to take their rubbish with them and to minimise damage to bins and the spread of rubbish in the exposed conditions along the path. The alliance is therefore delivering on this agreed outcome. Hutt City Council will closely monitor how this decision works in practice, and once the path is open, they may consider installing bins if it is deemed appropriate. I hope this information is helpful, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Ngā mihi – The Tupua Horo Nuku Project.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
4/01/2026	Arthur Jacobson - request to the Ombudsman	Kind regards [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Hello Michael I have now copied you on the Hutt City (HCC) response to my request for documentation in respect of the use of 4 simultaneous stops. They confirmed that they had no right to operate 4 such stops but said that 2 stops in 1 Bay did not count as an extra stop so their actual 4 stops would become a notional 3 stops. They then claimed that the 2 northernmost stops were related to "construction" (ie demolition of a unique Caribbean themed boat shed) wholly located in Lowry Bay and that the tailing of the stop into Sorrento Bay did not signify as it was a "safety taper". It is not necessary to consider the "safety taper" argument as their own documents (attached above for ease of reference) and the postal addresses clearly show that the bulk of the construction was carried out in Sorrento Bay based on the actual majority location of the boat shed in Sorrento Bay. Do you investigate falsehoods in response to information requests? In any event, although you now have all the detail of my complaints, I thought it might be useful to provide an overview especially as HCC and The Shared Path joint venture (THN) have managed to drag everything out to the projected completion on 18 April 2026. August 2022 to August 2025 Work over this period was carried on with the frequent use of 2 stops. The March 2021 Independent Hearing Panel gave a consent mirroring the 2019 Stantec Transport Assessment. This headlined the requirement for work on 1 Bay at a time with 1 stop and the completion of 1 Bay per year taking 3-6 months for completion. To me, it is clear that this was a consent condition. I suggest that it was also clear to HCC and THN they belatedly realised this when they applied for the s.127 consent in 2025 to operate 3 simultaneous stops. If the original consent allowed stops in excess of 1 then why not another CTMP specifying 3 stops in the same manner that they claimed that the 2022 (and subsequent) CTMP(s) were legitimate authority for 2 stops despite the clear contrary provisions of the 2021 consent? Thus the use of 2 stops over this 3 year period was unlawful and, in the present context, not grounds for refusing my LGOIMA request September 2025 to February 2026 HCC issued a s.127 consent allowing 3 simultaneous stops. THN operated in accordance with this consent over the above period. So this 6 month period, alone out of the 45 months of the project, was operated lawfully. March 2026 to April 2026 (Projected Completion) Work over this period is being carried on with the frequent use of 4 stops To avoid meeting my LGOIMA request, HCC admitted that they had no consent for 4 stops but claimed that 2 stops in one Bay in effect only counted as 1 stop. They could not deny that the northern most stop covered 2 Bays (Lowry and Sorrento) but falsely claimed that the presence in Sorrento Bay was only a "safety taper" which, they claimed, did not count. That this "safety taper" only was a falsehood was readily apparent from HCC/THN's own project schedule diagram which clearly showed that the bulk of the "construction" (ie boat shed demolition) work was carried on in Sorrento Bay. This falsehood is also apparent from the adjacent fire safety based postal numbering (1st digit "1" for Sorrento Bay, 1st digit "2" for Lowry Bay). Thus the use of 4 stops over this period was unlawful. Overall Impact on Eastbourne Residents I refer you to my attached spreadsheet which demonstrates the following comparing on the one hand the Stantec Assessment used to "sell" the project to Eastbourne mirrored in the 2021 Independent consent and, on the other hand, actual HCC/THN conduct of the project. The Stantec/Independent consent envisaged a total of 717 stops over the project. The actual was over 2000 including over 1,500 on days where stops in excess of those consented were present; and The Stantec/Independent consent envisaged a total of 27 "1 stop" months to complete the project. The actual was 45 "3-4 stop" months. Even if on some days there were less stops than indicated above, residents could not know this in advance and have had to allow an extra 20 minutes (more for important appointments) for every trip in and out of the Bays. In this, the published hourly delay figures published by HCC are false. For example, on Saturday 29 March 2025, I hit a queue of traffic adjacent to the York Bay bus stop at 12.35 and didn't exit this until adjacent to the Lowry Bay bus stop at 1pm. I wrote to THN detailing this and they admitted it and apologised. But when the hourly matrix was published, it showed delays of only 4 minutes over the period 12 noon to 1pm. Regards Arthur	No response required from Alliance		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
3/02/2026	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi there I am writing to formally express my objection to the proposed demolition of the colourful boatshed located in the northern section of Lowry Bay and would like you to get back to me urgently please, as the proposed demolition is fast approaching in March. According to the initial plans published on the HCC website, this boatshed was intended to be retained. Since that time, the cycleway has been constructed around the boatshed and the new shared path and seawall has been operating successfully. I regularly use the cycleway and commute daily along Marine Drive, and throughout the storms experienced last year, I did not observe any issues arising from the continued presence of the boatshed. In your newsletter published on 29th of January, you stated "Its removal is an important step in improving shared path user safety, and eliminating a weak point in the seawall that would otherwise be present." I do not believe there are any safety or structural concerns that would necessitate the removal of the boatshed. I would therefore appreciate it if you could provide evidence or documentation to support the reasoning behind the proposed demolition. I believe this boatshed has been an iconic feature of the eastern bays as it has been around since at least 1940s. Thank you for your consideration. I look forward to your response. FOLLOW UP RESPONSE BELOW Hi there Can you please provide documentation to support your claims that shared path is structurally unsound? I don't believe there is a safety risk around the narrowing of the path as there is sufficient sightline from both directions. I say this as I have used this section of path several times where other riders have approached from the opposite direction. What is more confusing, is why the boat shed was not initially demolished when constructing the shared path/seawall throughout this area? It mustn't have been deemed an issue at this point in time. I look forward to your response on above. It's exciting to know the shared path will soon be completed.	Kia ora, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Thank you for your message and for your care for the character of Whiorau Lowry Bay. We understand that the boatshed is a much-loved local feature. That said, engineers have found that the boatshed both narrows the new shared path, creating a collision risk, and sits on a section of foreshore that has been undermined or lacks a reliable seawall foundation. Leaving the boatshed in place would therefore retain a weak point in the seawall and create an ongoing public safety risk. For these reasons, and because Council is responsible for the boatshed, we have concluded that removal is the safest option for the community and shared path users. We have worked to protect recognised heritage buildings where possible, such as the Skerrett Boatshed, and we are committed to recording and salvaging key features where it has been safe to do so. Ngā mihi - Hutt City Council and The Tupua Horo Nuku Project FOLLOW UP RESPONSE PROVIDED: Good morning [REDACTED UNDER S7(2)(A) OF THE LGOIMA], The shared path itself is not structurally unsound; however, the gap in the seawall created by the boatshed leaves this section more vulnerable due to the lack of upgraded seawall, increasing the likelihood of future undermining. Additionally, the narrowing of the shared path caused by the presence of the boatshed presents a clear safety risk. The reduced width restricts the ability of pedestrians and cyclists to pass each other safely at the same time. The boatshed has historically presented challenges for the project. However, appropriate engagement with the occupier was required, as well as funding to remove the boatshed and infill the shared path needing to be confirmed. Nevertheless, the preferred option has always been to remove the boatshed for the reasons outlined above. Thanks, Hutt City Council & The Tupua Horo Nuku Project	A meeting was organised with [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
2/03/2026	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] Sent from my iPad Follow up question - Thanks. I should have been more explicit. At the end of the project will the consortium provide HCC with a comprehensive maintenance plan for the shared path?	Good morning [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. That is correct - path upkeep and cleaning will fall under the general works of the Maintenance Team at HCC. Ngā mihi - The Tupua Horo Nuku Project Team. Follow up response - Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. My apologies for not being more specific. You are correct. Te Ara Tupua Alliance will be providing an Asset Owner's Manual to Hutt City Council, which will outline maintenance requirements for the shared path to ensure its longevity.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
21/03/2026	Arthtur Jacobson	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] Hello Despite your "expectation" that you and Hutt City would, on Friday, respond to my queries, nothing was received. Did you send it to an incorrect email address or was it just not sent? Regards	Kia ora Arthur, Apologies, I have been advised this morning that HCC is in the final stage of review with their Legal Team. A response will be provided as soon as this process is complete and will meet the LGOIMA response deadline of 2 April, as previously outlined to you in the email sent 6 March. Thank you for your patience.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
23/03/2026	Arthur Jacobson	Arthur I don't know why a review by HCC legal team is necessary. It is a legal requirement to send me all (non-redactable) documents relating to my query. I can interpret them myself; I don't need HCC's legal slant on them. My separate query to THN, on the other hand, did ask for an opinion as to why you considered that you had permission to impose 4 stops (which then continued week after week). I would be interested to receive this so I can compare it with the documents received from HCC under the separate LGOIMA request. Lastly, I have to say that I did not appreciate your snotty comment "of 2 April, previously outlined to you in the email sent 6 March" (your emphasis). I was indeed expecting the response by 2 April. I only sent my email of 21 March because you told me to expect the reply on 20 March and it had not been received! Regards			[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
24/03/2026	Arthur Jacobson	Hello again I assume there is no reason that you cannot answer my attached email of 20 March 2026 expeditiously? It is not an LGOIMA request. Regards			[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
31/03/2026	Arthur Jacobson - response to LGOIMA sent 31 MArch	Hello Rebekah I am not sure what your lawyers were doing between 20 March, when I was told to expect a response after legal clearance, and today when the response (attached) was finally received. My opinion is that they were either spinning how they could issue a "convenient" report or turning a blind eye the documents that would have demonstrated the "error" in their report! My reasoning is as follows: The relevant 4th stop was to cover the demolition of the boat shed between Lowry Bay and Sorrento Bay. An irony worth noting is that this boat shed was pictured on the front of the Transport Assessment (see attached), presumably as indicative of the aesthetic values of the Eastern Bays. But in the event, like the Little Blue Penguin habitat, it was sacrificed without a second thought. Your lawyers took 8 days to come up with the fig/leaf fiction that the demolition (for whatever reason described as "construction") was "located in Lowry Bay" In these 8 days they obviously/conveniently did not find and review the HCC/THN own prepared "Ngau Matau Sorrento BSUDP" of July 24 (see attached). This was convenient for them as, if they had, they would have noted that the line of separation between Sorrento Bay and Lowry Bay runs down the middle of the boat shed with the greater part clearly in Sorrento Bay. This line ties in with the adjacent/opposite house numbers; the northern being 143 Marine Dr and the southern being 201 Marine Dr (1st digit "1" belongs to PointHoward/Sorrento Bay addresses while 1st digit "2" belongs to Lowry Bay addresses. FYI, I found the BSUDP and the google map in 5 minutes. This was convenient as the s.127 Consent of 9 July 2025 unambiguously notes that: "... there may be instances where two neighbouring bays have construction activities occurring and in these instances, an extended lane closure may be utilised for safety considerations. This would equate to two lane closures at the extended closure" (emphasis added). Regardless of whether "extended" or not this clearly constitutes works in 2 bays So as the work was, based on their own schedules, carried on in 2 Bays and as, by the s.127 consent, this prima facie constitutes 2 lane closures, one in each Bay, this means that there were actually 4 or a notional 5 stops but clearly across 4 Bays. HCC/THN have specifically stated that "Council does not hold any documentation that authorises four simultaneous traffic stops across four bays at the same time" (emphasis added). As noted above there were actually 4 or 5 stops across 4 Bays. As HCC/THN have clearly breached their resource consent, can you please supply all documentation relating to the decision to operate the Sorrento Bay/Lowry Bay dual Bay stop or confirm that you have no documentation on this either-a common theme! Regards Arthur	LGOIMA request - HCC to respond and Alliance to support		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

10/04/2026	Arthur Jacobson	Hello From the start, lane closures have been limited to 300 metres (eg see attached) This has always been treated with contempt but is now out of control. The current lane closure from the southern end of Sunshine Bay to the middle of Mahina Bay is 800 metres. When combined with the 1 km road sealing lane closure of Lowry Bay not you I assume), this means that over 20 minutes has to be added to every trip in and out of Eastbourne. Please advise your authority lane closures exceeding 300 metres.	Response in development then LGOIMA requested		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
3/05/2026	Arthur Jacobson	Re: [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Yesterday at 11.21,I called your "hotline"; 0800135 255. It was, as usual, unmanned but I asked to be called back. No call back was received. As noted in my call, there were four contemporaneous stops; all yours not WE or Wellington Water or anyone else. These 4 stops remained upon my return home at around 14.30. These were at: Sunshine Bay Mahina Bay Lowry Bay Sorrento Bay My understanding is that your 2025 consent gave you the right, at any point in time, to work in 3 Bays with 3 stops. Please advise the basis on which you are now, simultaneously, stopping traffic at 4 separate locations in 4 bays. Sincerely Arthur Jacobson PS: Could Hutt City please treat their cc of this email as an Official Information request for all documentation they have which allows 4 separate stops at 4 bays all at the same time.	THN RESPONSESENT 9th of MArch Hello Arthur, This is an acknowledgement that we have received your query and are in the process of developing a response. We will get back to you as soon as possible. Thanks, Hutt City Council and the Tupua Horu Nuku Project Team. Request filed as a LGOIMA, inclusive of all queries requested 5th of March. LGOIMA response sent 31 March		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/08/2026	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	A few weeks ago we witnessed a young cyclist hitting the low wooden rail along the shared pathway, & flipping over onto the concrete a metre below. Luckily this plucky 6yr old was shaken, bruised but not badly damaged. What are your thoughts on the safety rail at other stretches of the pathway (Sunshine Bay) but not at this section (Ma Koromiko), despite the same 1 metre drop onto concrete? Thanks [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for making contact and raising this matter with us. We hope the young rider wasn't too badly shaken up from the fall. Early in the design phase for the Tupua Horu Nuku Project, a fall from height risk assessment was undertaken. After extensive investigations into potential solutions that would mitigate fall risk and subsequent injury to shared path users, two design options were identified as being the most effective. This includes: The inclusion of a balustrade (which has a 0.64 metre horizontal landing pad) or, the inclusion of a 1.2 metre horizontal landing pad at the base of the highest seawall block. The latter reduces the risk and severity of injury by decreasing the fall height and providing a horizontal buffer area between the shared path and the adjacent coastal terrain – the coastal terrain material is much more likely to cause harm. Based on feedback received by Hutt City Council through community consultation and engagement, there was a preference to minimise the use of balustrades where it was safe to do so. The inclusion of the horizontal landing pad, therefore, prioritises safety while also responding to the community's preferences. We hope this information is helpful, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Ngā mihi, The Tupua Horu Nuku Project.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
1/08/2026	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	A group of local residents of Days Bay are increasingly concerned about the traffic safety through the Bay. At present it is 50km & drivers typically do not slow down as they travel across 2 pedestrian crossings - at Williams Park & the Moana Road T junction (now beside 'O Malley's pub) With the long awaited completion of the Tupua Horu Nuku shared pathway, we all share concerns for the safety of the Days Bay section of road, where there is no clear safe pathway for cyclists & even walkers. No one has heard of any forthcoming plan or design to address this issue. We suggest, for the interim, a 30km speed limit be imposed. This would be cost effective & in the short term, allow time for discussion & consultation with residents & commercial property owners in this part of the Bay. A 30km limit would be much safer for cyclists & walkers.	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for taking the time to write to us regarding traffic safety concerns in Days Bay, particularly in light of the completion of the Tupua Horu Nuku Project and the existing pedestrian crossings at Williams Park and Moana Road. We acknowledge the concerns raised about vehicle speeds and the safety of pedestrians and cyclists in this area. Speed limits on local roads are set through a formal statutory process and, outside of an active Traffic Management Plan (TMP), any change to a permanent speed limit requires approval from Waka Kotahi NZ Transport Agency. This process also requires clear and reasonable justification, supported by evidence, to demonstrate that a speed limit change is appropriate and effective. At this stage, we are not able to progress the requested interim 30 km/h speed limit. However, officers at Hutt City Council will undertake a speed and safety assessment for the Days Bay section of road to better understand current operating speeds and risk levels. A Case Number (0016433) has been created, so an officer will be in touch once this investigation is completed. I hope this is helpful, [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Ngā mihi, Hutt City Council and the Tupua Horu Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
2/08/2026	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Thanks [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Dear Tupua Horu Nuku Project Team, Wellington Electricity, and Cr Lewis, I am writing to formally report a dangerous infrastructure conflict regarding the newly installed overhead LV powerlines and the beach access ramp opposite 445 Marine Drive, Mahina Bay. I have measured the vertical clearance at the top of the ramp to be 4.7 meters. As both the lines and the ramp are new assets, they must comply with NZECP 34:2001 Section 4, Table 4, which stipulates a minimum vertical clearance of 5.5 meters. This 800mm deficiency poses a direct risk to: Cyclist Safety: Cyclists standing on pedals or riding tall e-bikes have a higher center of gravity and significantly reduced clearance, increasing the risk of electrical flashover. Recreational Users: Those carrying kayaks, paddleboards, or carbon-fiber fishing rods vertically are at severe risk. Compliance: The project cannot be legally "as-built" or safely signed off while this non-compliance exists. Proposed Solution: Undergrounding of Services Simply raising the lines to the bare minimum 5.5m does not fully mitigate the risk in a high-use recreational zone where people carry long, conductive equipment. The only appropriate long-term safety solution is undergrounding. I have already secured a formal quotation for this work from Downer (Ref No: 114763333). The quote confirms that for \$92,479.98 (excl. GST), Downer can: Install 45m of underground trenching. Install a new 11m busck terminal pole. Haul 185mm 4c AL XLPE cable and remove the existing aerial lines. Backfill the site to HCC engineered standards. As Downer is already a lead partner in the Alliance and mobilized on-site, this represents a turnkey solution to a design failure that the Council/Alliance is responsible for correcting. I have attached the Downer quotation and a photo for your reference. I look forward to your urgent confirmation that this hazard has been logged and that the undergrounding solution will be prioritized before the path is officially opened. Kind regards, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Formal response rprovided by HCC Transport Team Dear [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for your email and enquiry regarding the height of the power lines at Māhina Bay. You are correct, the current height of the wires is slightly below the required threshold. These were originally installed at the correct height as advised by Wellington Electricity, but upon investigation, we understand that a member of public approached our crew and asked if one of the lines could be lowered slightly. The crew obliged, despite the member of public not having any authority to make such a request. We have investigated and we can advise that, this Friday, the line will be moved back to its original height, which meets the requirements of 5.0m as originally approved by Wellington Electricity and reaffirmed at a site visit with them this week. We can confirm that the lines will not be undergrounded. Thank you, The Tupua Horu Nuku Project.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
3/09/2026	Arthur Jacobson - follow up email to THN holding response sent 9/3/26	Hello The exact same 4 stops were in operation today, both on my way out just after 12 noon and on my way home around 2pm. This is 5 days after my below email notifying you of the fact of 4 stops. I await your response. As you are continuing with 4 stops fully 5 days after my notice, I trust this will not be labelled "inadvertent" or similar. Regards Arthur PS: With another stop (not yours) at Windy Point, this was an unacceptable 5 stops just to go about my legitimate business!	THN RESPONSESENT 9th of MArch Hello Arthur, This is an acknowledgement that we have received your query and are in the process of developing a response. We will get back to you as soon as possible. Thanks, Hutt City Council and the Tupua Horu Nuku Project Team. Request filed as a LGOIMA, inclusive of all queries requested 5th of March. LGOIMA response sent 31 March		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
3/10/2026	Arthur Jacobson - follow up email to THN holding response sent 9/3/26	Hello Thank you for your email below and your SMS of 9.21 this morning. Leaving the Bays at noon today and returning at 2.30pm, I see you have devised a cunning plan worthy of Baldrick. You have combined the Sunshine and Mahina Bay's works into 1 stop even though this means that no work is being undertaken over the majority of the coned off areas. This, however, reduces your stops to 3. To me this means that you have no permission for 4 stops and, accordingly, your "process of developing a response" is cogitating on how you can explain this away. I await your response with interest. Thanks Arthur Jacobson	THN RESPONSESENT 9th of MArch Hello Arthur, This is an acknowledgement that we have received your query and are in the process of developing a response. We will get back to you as soon as possible. Thanks, Hutt City Council and the Tupua Horu Nuku Project Team. Request filed as a LGOIMA, inclusive of all queries requested 5th of March. LGOIMA response sent 31 March		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

2/11/2026	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi Team Question regarding the pathway garden planting in Mahina Bay and Lowry Bay. Some of the areas are planted by professionals and they look amazing. Some of the gardens look like they are just growing weeds? Is the plan to make them all look the same standard as the properly planted ones ? Thanks Kind Regards [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Good morning [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. You are correct – we will be planting all of the garden beds along the shared path. We opted not to plant some of the beds because we completed the construction work outside of planting season. The beds will be planted when the time is ideal to ensure their healthy growth. Thank you, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. The Tupua Horo Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
13/3/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi there Can you advise how much of the beach at Sorrento Bay will disappear as part of Tupua Horo Nuku? That is one of the best beaches in the Wellington region - easily accessible, uncrowded, great for swimming and play.	Good morning [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Thank you for reaching out to Tupua Horo Nuku. Please refer to the Bay Specific Urban Design Plan for Sorrento Bay below. On pages 26 & 27, you can view information relating to Tupua Horo Nuku's beach nourishment works. This outlines the Project's plan to mitigate the risk you have raised. The Sorrento Bay BSUDP can be found here or on the Tupua Horo Nuku project website under 'Project Documents'. Ngā mihi, Tupua Horo Nuku Project Team THN RESPONSE 9th of March		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
13/3/26	Arthur Jacobson - follow up email to THN holding response sent 9/3/26	Hello Any progress in said "development". I can't see the issue. You must either have had a known basis when setting up a 4th stop or merely just done it regardless of legal right: which? Regards Arthur Jacobson	Hello Arthur, This is an acknowledgement that we have received your query and are in the process of developing a response. We will get back to you as soon as possible. Thanks, Hutt City Council and the Tupua Horo Nuku Project Team. Request filed as a LGOIMA, inclusive of all queries requested 5th of March. LGOIMA response sent 31 March.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
13/5/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Interested in the removal of rubble in Sunshine Bay	Called by HCC PM David Kennedy		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
14/11/2025	Arthur Jacobson	Following LGOIMA response snet 14 November, another LGOIMA requested with the following questions below. Thank you for today's response to my information request. This seems to raise further matters: The Decision Report of the Independent Hearing Panel (your ref-Doc 2), at para 3.2.3, reflected the staging set out in the Stantec Assessment (your ref-Doc1), ie "each bay will be constructed in full before moving on to the next one". It even specified the sequence. Para GC.6 of the Consent Conditions (your ref-Doc 3) notes that a CEMP must be prepared for each Project stage and sub-para 2 provides that the purpose of the CEMP is, inter alia, to "ensure that the Construction Works remain within the limits and standards approved under the consent..." (emphasis added). Moving from Bay to Bay in sequence, as consented by the Independent panel, seems fundamentally at odds with the current situation of 4 Bays at the same time. I am not an expert on planning law, but it seems to me that if the intention is to fundamentally depart from the Consent laid down by the Independent Panel, then a change to the Consent itself is required; this is not the "job" of conditions made under the "umbrella" consent. Please provide a copy of the change to the Consent. For avoidance of doubt, this does not mean a CEMP ultra vires the Independent Panel's consent. The Project Team have indicated to me that there were CEMPs (or equivalent) allowing 2 Bays/2 Stops and then 3 Bays/3 Stops. The reference to "approvals" in my original request also referred to these. Can you please supply these, even if they were ultra vires. I also note that I was advised that the change to 3 Bays/3 Stops was effective August 2025. I assume that one of the CEMPs will reflect this. Yet, the Project Team was already operating a 3rd stop at Point Howard by July 2025. Assuming that this was not authorised by a CEMP, please provide documentation in relation to enforcement action taken against/fines levied on the Project Team for this breach. Dependent on a more thorough reading of the documents already supplied, I might have further requests.	Sent directly to HCC - Alliance to support response		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
14/04/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	The community voice concern with the proposed closure of York Bay bus stop to accomodate construcion of Tupua Horo Nuku. Ask whether alternative proposals can be considered.	From Friday 26 April, the northbound bus stop in York Bay will be relocated approximately 130 metres south. This temporary relocation will likely be in place until November 2024 to allow for construction of Tupua Horo Nuku through York Bay. Several alternative options were assessed and ultimately ruled out for safety and practicality reasons. Alternatives included a temporary stop further north towards Whiorau Reserve and having people wait at the southbound stop and cross the road to board the bus. Re-routing users to the Mahina Bay bus stop was considered the safest option, as it directs people along a wide footpath to a bus stop positioned off the road, letting busses pull over out of the lane. However, in response to community feedback, the project team worked with Metlink to secure a temporary container bus shelter (similar to the shelter depicted below) which will be available for the duration of the stop's relocation.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
14/10/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Call from a resident regarding the shared path outside the northern CentrePort compound. People parking over it creating a hazard for cyclists.	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Thank you for your call this morning. Once again, I am very sorry that this matter has not been resolved. As a matter of urgency, I have notified our HCC Project Manager, who will be meeting with CentrePort this afternoon. Together, they will discuss the steps we'll look to take to resolve this matter. I have also talked with our team on the ground and supervisors this morning. They have all been reminded not to park in this area. I will keep you updated with our progress in this space, Kirsty. We'll aim to get this matter resolved as soon as possible. Please call me if you need anything. Ngā mihi, David - The Tupua Horo Nuku Designer		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
14/11/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi - I have been enormously impressed by the quality of the Shared Path project on the east side of the harbour. This is going to be an asset Wellington can be proud of. I recently biked down the route with an intention to give timely feedback as a user on some points before it is too late. I would appreciate a detailed response on the 7 issues and queries raised below. (1) Sunshine Bay- there are 2 stretches of gravel without an asphalt or concrete surface. Is there an intention to pave these before completion date? (2) Sunshine Bay- two Pohutukawa have been skirted at the north end. I suggest these will be a pleasant shady stopping point especially if a seat was installed there. Under planting with tussock could be attractive also. (3)Sunshine Bay – The concrete steps have balusters rigged with tensioned wire. If the wire is at right angles to the prevailing wind and in water at high tide this rigging could be subject to log damage. I suggest eliminating the wire in this situation. (4) Corner at Mahina and York Bay- I suggest this tight corner has a danger which has not be addressed by the path. When buses turn here they momentarily project beyond the centre-line. I suggest the path is an opportunity to reduce this hazard. I believe the placement of several car parks on the south side has made this corner more dangerous for all users- the drivers, people getting into or out of parked cars and drivers avoiding them. I suggest the road is re-aligned here and the parks are re-located. (5) Whiorau Reserve- Here the path diverts into the reserve but there is an obvious alternative route in front of the new boundary fence. Is there an intention to finish this route as a paved shared path with street lights shifted? Is this adjustment awaiting a street lighting stage of the project? (6) Lowry Bay- The historic boat shed has two new short fences to frame its entrance. I suggest if these were faced with painted Victorian style pickets the whole treatment would look a lot more sympathetic for little extra cost. (7) Interpretive signage- I suggest signage boards with information of historic, geological or maritime interest would add to the journey especially when the path becomes a tourist attraction. Is this intended? (8) Bike stands- I question whether there are enough bike stands for places where users will stop but where there is no fence or structure for resting a bike. When the path becomes more used by Wellingtonians and out of towners this will be more of an issue. Kind regards	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Thank you for your feedback on the progress of Tupua Horo Nuku. Our team is working hard to deliver this important community infrastructure project, so it's great to receive your comments and support. Apologies for the delay in replying, your questions are now outlined below with our responses. I hope the information provided is helpful and informative. Sunshine Bay 1 - There are 2 stretches of gravel without an asphalt or concrete surface. Is there an intention to pave these before completion date? The two stretches of gravel you refer to are wastewater connection points. Underground works in this area are therefore required before the surface can be laid. Following the completion of wastewater upgrades in Mahina Bay, our team will move into Sunshine Bay to complete this area, scheduled to commence next month. 2 - Two Pohutukawa have been skirted at the north end. I suggest these will be a pleasant shady stopping point especially if a seat was installed there. Under planting with tussock could be attractive also. To retain the existing Pohutukawa trees, we narrowed the pathway through this section. It was deemed that installing a seat would create potential obstructions to shared path users, especially cyclists, and thus pose a safety risk. Rest areas in Sunshine Bay are located at the northern and southern ends of the bay. 3 - The concrete steps have balusters rigged with tensioned wire. If the wire is at right angles to the prevailing wind and in water at high tide this rigging could be subject to log damage. I suggest eliminating the wire in this situation. We're aware of this maintenance risk which is common for coastal structures like this. The handrails and fall protection structures are required to meet Section F4 of the Building Code. Wherever possible (i.e. when we can rely on stable beach material to reduce the fall height) we have removed the wire barriers from the lower section of the stairs and ramps. This includes: - stairs in Sorrento Bay (opp Howard Rd), - a ramp and three sets of stairs Mahina Bay - a ramp and two sets of stairs in the southern half of Whiorau Bay. Corner of Mahina and York Bay 4 - I suggest this tight corner has a danger which has not be addressed by the path. When buses turn here they momentarily project beyond the centre-line. I suggest the path is an opportunity to reduce this hazard. I believe the placement of several car parks on the south side has made this corner more dangerous for all users- the drivers, people getting into or out of parked cars and drivers avoiding them. I suggest the road is re-aligned here and the parks are re-located. Road realignment is outside the scope of the Tupua Horo Nuku Project. The car park locations were chosen to align with clear and safe sightlines to northbound traffic. However, your concern has been passed to our traffic engineering team, who will review the vehicle tracking for larger vehicles at this corner. We've also shared your feedback with Metlink to seek their input regarding bus driver experience and any related safety concerns. Whiorau Reserve 5 - Here the path diverts into the reserve but there is an obvious alternative route in front of the new boundary fence. Is there an intention to finish this route as a paved shared path with streetlights shifted? Is this adjustment awaiting a street lighting stage of the project? This section of the shared path will be upgraded as part of the Project works. Before the commencement of these works, new light poles will be installed behind the wooden fence, which is scheduled for December 2025. Lowry Bay 6 - The historic boat shed has two new short fences to frame its entrance. I suggest if these were faced with painted Victorian style pickets the whole treatment would look a lot more sympathetic for little extra cost. We agree it would enhance the appearance of the boatshed. At this stage, it's considered a "nice to have" rather than a project priority. However, our Parks and Reserves team, who manage the boatshed asset, have noted your suggestion and will look into it further. Interpretive signage 7 - I suggest signage boards with information of historic, geological or maritime interest would add to the journey, especially when the path becomes a tourist attraction. Is this intended? Interpretive and wayfinding signage is being developed and will be installed at various sites across the shared path. Bike stands 8 - I question whether there are enough bike stands for places where users will stop but where there is no fence or structure for resting a bike. When the path becomes more used by Wellingtonians and out of towners this will be more of an issue. Bike stalls will be installed by the Tupua Horo Nuku Project in accordance with the BSUDP. Additional bike racks may be considered in future if demand increases, noting that any new street furniture must align with the design approach, prevent creating obstacles for users, and avoid cluttering the shared path. Ngā mihi, Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
14/3/26	Arthur Jacobson - follow up email to THN holding response sent 9/3/26	Hello Your cunning plan seems to have failed? Yesterday, you had "disconnected" Sunshine Bay and Mahina Bay so that they were 2 separate stops. Added to Lowry Bay and Sorrento Bay stops, that means you are back to 4 stops. Why is it taking so long to "develop a response". If you are continuing to maintain 4 stops over a week after being asked if you have a legal basis, you must be certain that you have a legal basis on which to do this. Please share such basis! Regards Arthur	THN RESPONSE 9th of March Hello Arthur, This is an acknowledgement that we have received your query and are in the process of developing a response. We will get back to you as soon as possible. Thanks, Hutt City Council and the Tupua Horo Nuku Project Team. Request filed as a LGOIMA, inclusive of all queries requested 5th of March. LGOIMA response sent 31 March		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
14/5/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Interested in recording footage for Māhina Bay as a historical record	Accepted - same process followed as the previous time, outlined above.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
14/8/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Query about height of scour curtain on the southern end of the Ma-koromiko and why was there no 3rd tier of seawall as per BSUDP	Thank you for your speedy response and I understand the bay may have looked very different in the early 2000's and even more so in the 1930's. I've been informed that our consents allow up to 700mm of scour curtain and with instances where the team have been met with barriers with achieving the required dept, the scour curtain has been extended to provide the correct structural integrity while also allowing for the seawall to remain in line all the way around the bay. I've also had confirmation that the polystyrene overflow will be scrapped off and removed once it has set. The team have also removed the use of this material moving forward.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

14/8/24	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia Ora, First I just wanted to say I'm a huge supporter of this project! Also want to say thank you to all the road workers and crew out there each day. I had an enquiry about the northbound traffic light in Lowry Bay. I live in Eastbourne so I encounter this light daily. When there are bad southerlies during high tide, those of us in the front of the queue are left getting rummelled by the waves. Usually without the roadworks we are passing by quickly but with the light we are left sitting get hit over and over. I'm always really mindful about rust and potential WOF issues on my vehicle (naturally living in Eastbourne it comes with the territory) and the exposure to the salt water is much higher with how the light is placed, especially if the light will be there for many months to come. Is there a potential solution to this issue? Maybe the light could be moved closer to the Cheviot Road bus stop as the tide tends to not wash up on the road in that area. I just wanted to share my concern - today I had to give the car a good hose down - especially with the current wastewater issues the car was essentially covered in fecal salt water. I do hate to come across negative as I am really a huge supporter of this project overall, and I have had no other issues otherwise. Just thought it might be worth asking! Fa'afetai lava, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Dear [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for getting in touch and thank you for your support for the project. The temporary traffic lights will be in their current position by the boatshed for approximately 8 more weeks and then will move towards the bus stop. There are a number of considerations that go into where the lights should be positioned when setting up traffic management. These include the length of the lane closure, safe places to position the traffic light and the traffic controller, delays and working zones. The lights are in place by the boatshed currently as this is a best spot for the lights and traffic controller to be positioned for the work underway. This set-up covers the working zone while still meeting safety and line of sight requirements. The shorter set-up means less delays to the road users. If we were to relocate the lights to the bus stop now it would mean that we would have almost 200m of area where no works are occurring, whilst also creating a longer loop which creates longer delays. We hope you can bear with us a little longer.	Response to be sent by [REDACTED UNDER S7(2)(A) OF THE LGOIMA] via THN inbox	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
15/02/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	The BPAs at Bishops Park and Whiorau Reserve include 1.2m high fences. These are problematic. In Bishops Park the fence is likely to obscure views. At Whiorau Reserve, the fence will close the area and lead to safety and security concerns in an area already known to be used for drug taking and exchange. The fences were originally explained as being needed to prevent dog access, hence the height. It's now clearer that the fences are to stop penguins straying out of the BPA. If this is the case, why are the fences so high? What evidence is there that little blue penguins need such a high barrier? We have been told by one of the bird experts that the fences can be lower than 1.2m and will still prevent birds moving out of the BPA. Lowering the height of both fences and especially the Bishops Park fence, will help reduce residents' concerns and objections. Can this be considered please?	The fence height of 1.2m is a consent condition requirement, and construction must be in accordance with this requirement. The fence will prevent penguins from wandering onto the road and being hit by vehicles, as well as encouraging dogs and humans to stay out of nesting areas. The fence will be timber and will fit with the urban design theme proposed throughout the six bays. We've incorporated safety and crime prevention measures by having 20mm gaps between fence palings, which means the fence can be seen through.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
15/11/24	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Phone conversation reagrding the removal of concrete pieces at Mahina Bay. The resident ([REDACTED UNDER S7(2)(A) OF THE LGOIMA]) asked for this to be removed, and claimed he had evidence of this 'he only has some "scribbled" notes'	Russell replied after talking with the team and confirmed there was no evidence to state that concrete would be removed. Following this, [REDACTED UNDER S7(2)(A) OF THE LGOIMA] is keen to meet on site.	Rona confirmed this is a council query to deal with. Jamie emailed [REDACTED UNDER S7(2)(A) OF THE LGOIMA] communicating this was a HCC decision and passed on HCC details	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
15/4/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi I am 100% in favour of the Tupua Horo Nuku project. However I suggest that the project managers should consider whether Saturday work could be rescheduled in view of the extreme queues that can be generated by traffic management on Saturdays. Saturday March 29 was a case in point. Wellingtonians flooded into the Bays and locals poured out of Eastbourne on a fine day only to be confronted by the longest stop-go ever generated by the Lowry Bay-Point Howard works. Approximately 2 Km queues at both ends of the stop-go occurred. I suggest that managers look at the trade off involved for all concerned given the project has over a year to run and the road works to repair damage to the existing asphalt road will be protracted. I am suggesting that the community should have relief from stop-go on Saturday and Sunday but that the project should go all out for Monday-Friday. Please consider the options. Regards [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for getting in touch with the Tupua Horo Nuku Project and taking the time to share your thoughts regarding the current traffic management setup. Scheduled work on Saturday is a crucial part of our current programme. Reducing or removing this would lead to increased costs and extend the overall project timeline, resulting in prolonged disruption for the community. Our Traffic Team is committed to ensuring the safe movement of commuters and maintaining a secure work environment for our staff. We are continuously learning from our processes and make regular improvements to better achieve these goals, while doing our best to minimise delays and inconvenience. We acknowledge the delay on Saturday March 29, and note that this could have been handled more effectively. Ngā mihi, The Tupua Horo Nuku Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
15/5/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Interested when the culverts in the southern section of Mā Koromiko would be fixed. These were damaged as a result of the storm. Also asked when these would be converted from the temporary culvert ramps to the permanent ones	Request for construction team to fix this area on 16/5. It was communicated that the permanent ramps would be installed in the future. This is because there are other ecological works necessary for completion in Mā Koromiko, and to reduce the overall environmental impact on the bay & impact on traffic, all works would be completed at one time.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
15/8/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Sent through photos of construction site and continued to query why we were not continuing with the 3rd tier seawall. Thank you for your comments, the 700mm allowance for "scour curtains" comes as a surprise. For background. Consultation included meetings with council, contractors and the cc'd neighbours to discuss the design of the wall, where I pressed for details of the exact design and was told that the curved walls would enable wave energy to be reflected back. At no stage was a "Scour curtain" of 0.7m, ever discussed, either for a short distance "instances where the team have been met with barriers with achieving the required dept" or for the extent to which it is used - over 50 meters in front of our place and neighbours. 700mm is the actual height of the concrete curved front blocks. The scour curtain is about 500mm high and due to the method of laying the concrete bases is angled into the wall, which will result in scouring under the curtain for any part where the wall is not attached solidly to rocks. However, there is already scouring of all beach material in front of the wall. The scour curtain is now a wall, with a curved wave barrier on top as a decoration, the bottom of the wall in front of our place is actually sitting at high tide! Today I took a couple of photos a little after a king tide, at 1.6m high. I had noticed the Days Bay blocks were completely submerged at the full tide of 1.7m encouraging me to check. These photos show that at the north end where the blocks meet Days Bay beach, the bottom row were almost covered by the tide when it was 1.6m. 5 minutes later when I got home I took a photo of the bottom row of blocks, they were almost fully exposed. That means the blocks are not level as stated by the job's Foreman when I asked at the time of the base level being laid. Maybe they meet your definition of "allowing for the seawall to remain in line all the way around the bay" I don't know because this statement has little meaning in the terms of a wall following a curved, sloping road.	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] communicated with coastal engineers. Engineers currently on conference. Communicated this to John Butt and confirmed response would be provided the following week. Response provided below with figure 2-3 showing double curved concrete seawall cross section. Thank you for your patience while I've been piecing together the information for you. The recurved walls are intended to deflect wave energy running up the seawall back offshore, reducing amount of water that overtops the seawall. There is not expected to be any discernible difference in wave reflection or turbulence at the toe of the seawall between the recurve walls and a vertical structure such as the scour curtain. These are both impermeable structures and therefore highly reflective with limited ability to dissipate energy. Existing trends in beach level and volume are therefore expected to continue regardless of the wall type. I've included a snapshot of the double curved concrete seawall design which was completed by Stantec in 2018. With regards to the 3rd seawall block that was meant to be in place for certain parts of the wall, the decision was made to continue on with the double curved seawall due to the level of existing rocky foundation. To have the 3rd seawall block on the lower level would have meant that majority of the block being placed below the existing rock foundation and further digging would have been required to seat the block. Our construction manager John, is happy to meet you onsite to discuss this in more detail if required. We attended the Eastbourne Community Board meeting this week and have also shared the Bay construction timeline which will be shared in the next e-newsletter. Thank you for your interest and feedback, we look forward to hearing from you.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
16/07/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	called to notify us of a dead kororā on Rona Bay beach	thanks for letting us know. This is technically outside the project area, but we've sent an ecologist to examine the kororā. They found it looked malnourished, performed karakia and waiata to bless it and buried it. They will log this with DOC and other appropriate bodies		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
16/09/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Called regarding fence at Bishop Park and correspondence between himself, his lawyer and HCC.	Told him that I would follow up with HCC regarding his correspondence	followed up with Rona	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
16/10/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] from Challenge Station	Asked for ETA of the finish of Sunshine Bay, and whether there would be riprap (or equivalent) for fishers to lodge their rods after it's completed	Fishing access was an important consideration in our design for Sunshine Bay. Design plans show that rip rap / armour rock material will be retained slightly south of the staircase. ETA for Sunshine is complicated by presence of nesting penguins but we'll keep the community in the loop around dates.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
16/10/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Expanded her initial query to include accessibility for people with disabilities/wheelchair users being unable to fit through kerb blocks and said footpath on other side of road had potholes	Thanks for sharing your concern about access for those living with disability. We've designed Tupua Horo Nuku to comply with Building Code D1 (this is the standard in that covers wheelchair accessibility) and Waka Kotahi's Pedestrian network guidance, (this gives advice on things like minimum sight distances needed for safe pedestrian crossing). The safest way for people with diverse needs to access the pathway is via the refuge island, which will be near [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Drive. They can also access it from the Eastbourne end of the bay. The pathway's design plan also goes through a consultation process and then a certification process. This included the continuous kerb blocks on the road edge. Unfortunately, we can't make changes to the design at this stage of the process, and we must build it to the agreed specs. If you're interested in reading the Mā-Koromiko plan, you can find it here: 3ca59c412592f5aa48a9b036ce9f3066dc0e (hccpublicdocs.azurewebsites.net) You might also want to lodge a report with Hutt City Council about the footpath potholes, as it does sound like a serious issue. If you'd like to do that, you can find their portal here: Report a problem Hutt City Council		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
17/01/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asked about York Bay access ramp and whether handrail could be temporarily removable for getting pontoon down	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thanks for your patience while I was looking into your query about the handrails on the accessibility ramp in York Bay. I've spoken with our design team about the ramp's design. The requirement for the handrail to be in place permanently is to ensure safe access is always maintained for all users. The design doesn't allow for temporary removal of the handrail and a mechanism to do so would have potential maintenance and health and safety implications. I've also attached a PDF of recent correspondence to some York Bay residents which covers how the ramp's design was developed and rationalised, which you may find useful. Thanks,	attached PDF was correspondence to York Bay resident above	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
17/01/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] called and emailed [REDACTED UNDER S7(2)(A) OF THE LGOIMA] regarding the removal of concrete barriers on either side of the York Bay bus stop.	ONGOING Discussions have been ongoing with Fiona since November. These have been through email queries about the buffers in York Bay, to in-person meetings with Russell to go through her concerns		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
17/11/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hello, The Tupua Horo Nuku Project seems to be going full steam ahead. Great seeing the teams making fast project before the year end. I have a few questions about the pathway that you can either reply to me directly or in the next project newsletter: Will all works be halted over the Xmas period like last year? If so what dates? What is the purpose of the various surfacing's along the pathway? Why is the seaside orange fencing/barrier still required at the point between Mahina and York bays? Will the road around the bays require resurfacing to properly repair it post completion of the shared pathway? Once the pathway is completed is there an ongoing plan to remove sea debris from the pathway as it accumulates to keep the pathway clear? And a high five to your team member who likes to wave at the traffic in Lowry bay. Certainly helps with the tedium of the multiple stops. He is the talk of the community (in a positive way)! Regards, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thanks for reaching out, we're certainly making some fantastic progress at the moment. Appreciate the shout-out for one of our traffic management team too, we'll make sure your feedback is passed on to them. Answers to your questions are below. We'll include some of this information in our next newsletter for everyone's benefit. The team will be taking a well-earned break from 20 December 2025 to 4 January 2026 (commencing again from 5 January). Regarding the various surfaces along the shared path - both concrete and asphalt have been used depending on which surface will work best for the location. You may notice some coloured concrete used to indicate a change for users (near ramps or stairs) and exposed aggregate which has been used in pedestrian only areas (such as around bus stops). South of Mahina Bay some of the path also has a temporary surface, this is due the wastewater works to be carried out here. The orange fencing/barrier at the point between Mahina and York bays is temporary penguin exclusion/barrier in place until the new permanent penguin barrier is erected, once the current penguin breeding and moulting season is finished. Full resurfacing of the road around the eastern bays sits outside the scope of the current Tupua Horo Nuku project. However, we have identified specific pavement defects along the road, and these will be repaired once the Tupua Horo Nuku works are completed. Regarding an ongoing plan for removing debris - the shared path is included in Council's existing Street Maintenance Walkway and Cycleway cleaning programme and routine upkeep will occur as part of standard maintenance operations. Ngā mihi, Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
17/2/2026	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	RESPONSE SENT BY [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Dear Tupua Horo Priject Team, Firstly, thank you for addressing the safety issue for the powerline, it does look like it has been heightened considerably and looks much safer for ramp users. Regarding the ramp itself, I know it has yet to be finished, but I would like to draw your attention to the flat seaward side of the ramp. The current design forces waves straight up towards the powerlines, and then over the sea, whereas the curved design of the seaward side of the walkway does push the energy of the waves back on themselves and reduces their impact. I link a video taken 7am Monday 16th, so far from the peak of the storm, or near the high tide mark - but does show how poorly the ramp interacts against the waves https://streamable.com/csvet3 Will the finished ramp design feature the curved sections on its seaward side to counter the force of the sea and reduce the impact on the powerlines above and minimize seawater and debris across the road? Regards, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Response sent out by Transport Team HCC		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

17/4/2026	Arthur Jacobson	Hi As per normal, I ask THN a simple question and, as per normal, I get no response. So, as per normal, I have to ask it as an LGOIMA request. Then, I assume, as normal I will get a false reply and will have to add it to my complaint to the Ombudsman thereby achieving THN's objective of stalling all accountability for the maximum possible time. So, let's carry on the farce: please treat the below highlighted request as an LGOIMA request. Regards, Arthur Jacobson	Response in development then LGOIMA requested		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
18/06/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA], Commodore, Muritai Yacht Club	asked where the southern gateway was for Tupua Horo Nuku and what the plans were for the area	The southern gateway for the Tupua Horo Nuku shared path is the intersection at Marine Parade and Muritai Road. This can be seen in the Mā-koromiko design plan, which is available here: a603416211391de347cfb5072ccf3d86ffe (hccpublicdocs.azurewebsites.net). Construction of the shared path has finished in this area. Hi [REDACTED UNDER S7(2)(A) OF THE LGOIMA],		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
18/10/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Good morning [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Can you please throw some light on this... Yesterday... the whole section by the steps opposite our home... was finished... the concrete was down... concrete barriers were installed... it was smooth... looked great Today they are digging it all up again!!! Why?	Thank you for your email and apologies on the delay. You're correct, it was looking well installed however upon inspection it had been noted that there had been too much exposure to water after it had been freshly poured. This meant that the oxide had washed out and as it was setting, it was drying into a lighter colour almost a white instead of the shade of charcoal it should have been. You'll see from the attached that it was repaired very quickly as the layers underneath were not affected and have not been disturbed. Have a wonderful rest of week		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
18/12/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora We have had enquiries from Lowry Bay residents asking if there is a scheduled date for restoring the beach/sand at Lowry Bay? Hopefully we will get a general update on progress at our next board meeting in February? Ngā mihi [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Eastbourne Community Board (chair) https://eastbourne.nz Ph [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Nice to hear from you and congratulations on your appointment as ECB Chair. This side of Christmas, our target in Whiorau Lowry Bay has been to complete as much of the seawall and shared path as possible, so the beach is accessible for public use. Early next year, planning for beach nourishment will increase, so it is highly likely you will receive an update at the February board meeting. Have a nice break, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. If you have any further questions, feel free to reach out. I'd love to catch up early next year to see what opportunities we can create for the community in the lead-up to Project completion. Ngā mihi, Bodhi - The Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
18/12/23	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	York Bay access ramp and which parts of the Building Code applied	Hello [REDACTED UNDER S7(2)(A) OF THE LGOIMA], We haven't met before, but I was passed on your correspondence at the end of last year regarding the beach access ramp at York Bay. I am the Hutt City Council Owner Interface Manager for Tupua Horo Nuku – nice to e-meet you. Thank you for your correspondence about the York Bay beach access ramp, dated 18 December 2023. We have reviewed the details in your email and provided a detailed response below. We have broken our response into the key themes from your email, to make our position on each point as clear as possible. I trust this information will provide you and the York Bay Residents' Association with the details needed to answer your concerns. We want to thank you for your ongoing support of this project and the great outcomes it will bring to the communities of the Eastern Bays. Kind regards, Jamie. (the rest is in this PDF: https://tearupua.sharepoint.com/:b:/a/PartnershipsEnvironmentandPlanning/ETAXZB9DU1xv6jcihys9fkB_zsACfSwfqB3V-GcrX54Hw?e=bTK7CA	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
18/2/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] - on behalf of the Eastbourne Community Board	Kia ora koutou A resident has been in touch to say he has seen several near-misses with swimmers and jet skies narrowly missing the waratahs at Lowry Bay that mark the seagrass monitoring equipment. The buoys that used to be on top of these have long gone and the waratahs are invisible at high tide, especially if there are waves. These are a nasty accident waiting to happen while the beach is so busy in summer and they need the buoys replaced. Ngā mihi nui [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Good morning [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Thank you for sharing this with us. New buoys have now been installed on the waratahs in Lowry Bay. Ngā mihi, Tupua Horo Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
18/8/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora, Thank you for your phone call. I am pleased to confirm that timber buffers will be used for the seaward barrier across the full length of Māhina Bay. If you wish to view the general design features across Tupua Horo Nuku, including Māhina Bay, you can access this through the link attached here. I hope this has been helpful. Feel free to reach out if you have any other project-related questions. Have a nice week. The Tupua Horo Nuku Project Team.	Dear Bodhi Thank you so much! I realise that the decision about what type of seaward barriers would be used along the edge in Mahina Bay North was probably not or not entirely your decision, but you were so understanding for my concerns - and this is the best outcome I could have hoped for. I'm very grateful to you for your understanding and your very prompt reply! [REDACTED UNDER S7(2)(A) OF THE LGOIMA]		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
19/02/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] says he believes his consultation was misinterpreted. He has asked for redundant pipes to be placed beside existing pipes under the shared path for penguins to nest in. This was initially not accepted as installing pipes is out of scope for the project.	A meeting with [REDACTED UNDER S7(2)(A) OF THE LGOIMA] was had, where it was explained that pipes that were under the shared path that didn't extend under the road would not provide good habitat for penguins and could possibly lead to them getting trapped during moulting and breeding season in high tide and storm events We have undertaken a robust design process for Tupua Horo Nuku in line with the project's resource consent and industry best practice for shared pathway design. The design has ensured that the existing road widths are maintained, which provide appropriate access in line with the intended use of the road. We acknowledge the existing layout in front of your driveway has provided a utility, however the area in question is not part of the road carriageway. It is part of the old seawall that is being replaced to increase the resilience of Marine Drive and protect the Eastern Bays from the impact of increasing severe weather events. We have examined other measures such as removable buffers and lower profile buffers. These alternatives are not considered an effective solution as they present safety concerns to the shared path users by allowing vehicles on to the shared path. As previously outlined, several options were assessed and ruled out as unsafe or impractical and the advice was that rerouting to Mahina Bay was the safest option. We acknowledge that it would have been reassuring for the Residents Association to receive the initial message regarding the relocation from the Alliance, ahead of Metlink issuing its service notifications. We have refreshed our communications processes and are confident that in future proper notification will be issued. Thanks for raising the orientation of the bus timetable with us. This has been shared with the construction team and will be adjusted to be visible from inside the temporary shelter. Thanks for your patience while I was finding some answers to your questions. I'll just run through them as bullet points: •We're working with Hutt City Council to finalise the design plan and hope to have it certified and ready to share in the next few weeks. •We can't start construction until the plan is certified. •There's a few factors which could shift the timeline, but we're working towards a mid-to-late November date to begin construction, we'll advise the exact date once it's firmed up. •To date, we've used a north to south construction approach in the other bays; it's likely that we'll prep for this in York Bay as well. •As we approach the southern end of the bay, we will need to close off beach access near the bus stop. This won't be until 2024, the construction team weren't able to provide me with a clearer date at this stage. I'll come back to you when they have a rough estimated date.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
19/02/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] says the plans in Whiorau/Lowry Bay would remove a localised road widening that he uses for property access.	We acknowledge the existing layout in front of your driveway has provided a utility, however the area in question is not part of the road carriageway. It is part of the old seawall that is being replaced to increase the resilience of Marine Drive and protect the Eastern Bays from the impact of increasing severe weather events. We have examined other measures such as removable buffers and lower profile buffers. These alternatives are not considered an effective solution as they present safety concerns to the shared path users by allowing vehicles on to the shared path. As previously outlined, several options were assessed and ruled out as unsafe or impractical and the advice was that rerouting to Mahina Bay was the safest option. We acknowledge that it would have been reassuring for the Residents Association to receive the initial message regarding the relocation from the Alliance, ahead of Metlink issuing its service notifications. We have refreshed our communications processes and are confident that in future proper notification will be issued. Thanks for raising the orientation of the bus timetable with us. This has been shared with the construction team and will be adjusted to be visible from inside the temporary shelter. Thanks for your patience while I was finding some answers to your questions. I'll just run through them as bullet points: •We're working with Hutt City Council to finalise the design plan and hope to have it certified and ready to share in the next few weeks. •We can't start construction until the plan is certified. •There's a few factors which could shift the timeline, but we're working towards a mid-to-late November date to begin construction, we'll advise the exact date once it's firmed up. •To date, we've used a north to south construction approach in the other bays; it's likely that we'll prep for this in York Bay as well. •As we approach the southern end of the bay, we will need to close off beach access near the bus stop. This won't be until 2024, the construction team weren't able to provide me with a clearer date at this stage. I'll come back to you when they have a rough estimated date.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
19/06/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] (York Bay Resident Association)	asked about the York Bay bus stop relocation back in April	Thanks for raising the orientation of the bus timetable with us. This has been shared with the construction team and will be adjusted to be visible from inside the temporary shelter. Thanks for your patience while I was finding some answers to your questions. I'll just run through them as bullet points: •We're working with Hutt City Council to finalise the design plan and hope to have it certified and ready to share in the next few weeks. •We can't start construction until the plan is certified. •There's a few factors which could shift the timeline, but we're working towards a mid-to-late November date to begin construction, we'll advise the exact date once it's firmed up. •To date, we've used a north to south construction approach in the other bays; it's likely that we'll prep for this in York Bay as well. •As we approach the southern end of the bay, we will need to close off beach access near the bus stop. This won't be until 2024, the construction team weren't able to provide me with a clearer date at this stage. I'll come back to you when they have a rough estimated date.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
19/10/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] (York Bay Resident Association)	I am preparing a newsletter for York Bay residents and it would be useful if I can give them an update on the shared path as it affects York Bay. In particular, can you please let me know- when we can expect to see the certified BSUDPs for York Bay and the Whiorau Reserve, which I understand were submitted for certification in June. Also, can you please give me an estimate of when you expect construction to begin in York Bay, and where in the bay it will begin. Residents are keen to know if they will be able to access the beach (mainly the area between the bus stop and the start of the existing portion of the shared path) over the summer swimming months.	Response provided by HCC and supported by the Alliance to develop. Response sent on 14th of November	Contact again once construction date and timeline for closing beach access are known	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
19/10/2025	Arthur Jacobson	LGOIMA sent to HCC - response related to 'pre works promises' vs 'the reality of actual works'			[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
19/12/23	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	wanted to know about the tie in at Sunshine Bay and Days Bay and what's happening at the north of Days Bay	referred to HCC as this is outside the end of Sunshine Bay's limit of works		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
19/2/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Congrats on the progress so far. Just a quick note to flag that the poles in the water to mark the kelp beds now don't have floats and at mid-high tide are both invisible but presumably pretty hazardous to swimmers and watercraft. We've had a close call or two but watching the increased activity down there I thought I should flag it. All the best	Thank you for sharing this with us. New buoys have now been installed on the waratahs in Lowry Bay. Ngā mihi, Tupua Horo Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
19/5/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Checked in regarding remedial work to the residents driveway at 307 Marine Drive.	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] and [REDACTED UNDER S7(2)(A) OF THE LGOIMA] investigating the damage, and when this can be programmed in to be resolved.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
20/3/2026	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi, Early on in the construction the team put out this handy newsletter... https://hccpublicdocs.azurewebsites.net/api/download/587890ba7b2542ef8532867346c3a343/_extcomms/33402897113783af4fc2915c314ee95d0047?fbclid=IwZXh0bgNhZWQCMTEAR0AFB6cDvM1zKZX-SVzqlah1KnPhores5Y8dSwxpetnRlpN2ssTHRzg_aem_tFvXDEH1o3MXwuglmtSNIA One of the interesting things is that it states that the maximum length of the lane closure will be 300m. Currently (today) there are two sites, one is around 400-500m and one is over 600m Please provide me with information relating to the consents / requirements of any lane closures or traffic management relating to the project. Many thanks	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Current thinking for this to be resolved summer 25/26 Thank you for contacting the Tupua Horo Nuku Project Team. The approved Traffic Management Plan (TMP) for Mā Koromiko works in 2022 allowed for one 300-meter lane closure. Since then, the TMP has been updated to shorten construction time and reduce impacts on the community and environment. The current TMP allows three bays to be set up, with two lane closures during working hours. Although site lengths have increased since the original TMP, all layouts continue to meet the project's delay limits. Ngā mihi, Tupua Horo Nuku Project Team. FOLLOW UP RESPONSE PROVIDED: Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Thank you for reaching out to Hutt City Council and the Tupua Horo Nuku Project Team. Completion of the project will be announced to the public soon. While there have been no major slips to project completion, large-scale storm events over the last 12 months, such as the one that occurred on the 16th of February, have impacted our ability to meet the March date. You can expect to hear an update on the completion date and celebration events in the coming weeks. Thank you, Hutt City Council and the Tupua Horo Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
20/3/26	Arthur Jacobson	Hello One interim question. I can see how you get your wait time statistics from your red/green lights. Just take the time from a red light to the succeeding green. But recently you have been using even more workmen/women with manual "flippable" stop/go signs. How do you obtain wait time statistics from this traffic control method? Regards Arthur	Response was in development but filed as a LGOIMA on 27th March, therefore could not be sent/		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

20/9/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora koutou There's a length of the path's edging on the Rona beach just south of the wharf, if you're looking for it. I've pulled it above the high tide mark. It may have been the piece floating in Whiorau Lowry Bay yesterday. Kia ora koutou A resident has contacted me concerned about framing from the Tupua Horu Nuku project that has been broken loose by the southerly and may be a hazard to boats. It's currently (1pm Monday) floating just north of the white boat shed.	Retrieved from the team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
21/4/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Ngā mihi [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Eastbourne Community Board [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	This was removed hte following day.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
22/02/2024	Chris Perkin (member's request) (from [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Days Bay resident)	As a matter of interest, we were stopped on our bikes at Sunshine Bay this morning. There is a "walkway" sectioned off about 1 metre wide., the full length of the works. What I noticed was a pictorial sign that very clearly indicated it was for Pedestrians only. If a sign like that can be used for the safety of the workers building the cycleway, I wonder why something that simple is not possible for the rest of us. It would certainly be more productive than the ambiguous signs we have at present. A further matter of interest is that I was able to take a picture of a cyclist meeting pedestrians who had to take evasive action on the foot[ath opposite 618 Marine Drive - within 60 seconds of my last email to you. [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and I both continue to believe that even with BYL near the cycleway exit, a further accident is not far off.	Kia ora Councillor Parkin, Thank you for your email and feedback from Chris Caddis regarding Tupua Horu Nuku and signage throughout the project corridor. While a narrow 1m path has been established alongside the entire length of Sunshine Bay construction work, this is an escorted stretch of path that is for both pedestrians and cyclists. Both cyclists and pedestrians are stopped and escorted through as the construction area is very tight with both seawall and sewer main work being done. The clearance may vary from day to day depending on where the teams are working. There was information regarding the 24/7 lane closure, shared through letter drop to residents of Sunshine Bay and through the e-newsletter in December with a mapped timeline of works in this area. [image]Based on the NZTA Waka Kotahi shared path guidelines, shared path behaviour markings are not a substitute for good path design and should be used sparingly and at specific locations with 20-50 metre spacing. Based on this guidance, we have painted shared path icons on the pavement at 20-60 metre intervals with static traffic signage at the start and finish of the shared path. Infront of 618 Marine Drive, we have also included markings to show where cyclists need to turn onto the shared path and off the path going into Days Bay as shown below. [image]	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
22/04/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Asks where steps at northern end of York Bay will be located and whether they'll be in location of existing steps.	All the accessways are as close as possible to the locations shown in the resource consent documentation. The stairs were moved slightly for a couple of reasons: As depicted in the design plan, there will be greater beach space in this location at low tide. The stairs mark a transition in seawall type from double tier to triple tier. The stairs were shown in this location during two rounds of consultation on York Bay design plans. The first round invited public feedback and occurred in November 2022 and the second round of consultation went through the York Bay Residents Association. The Alliance did not receive feedback about the location of these specific steps in either round. As the plans are certified and construction is well underway, we are unable to change the location of the stairs.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
22/04/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Can you grant permission for me to do a little droning, mainly in Lowry Bay on this Thursday - time to be decided w liaison with you? I would keep to an altitude of >20m. I am keen to record your "shuttering" process. I am a qualified drone pilot & have covered earlier pathway construction. This would be for local historical record only.	Project Manager agreed to this. It was discussed that all footage to be released to the public to first be reviewed by the project team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
22/12/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Thanks [REDACTED UNDER S7(2)(A) OF THE LGOIMA] We notice increasing cycle & walking traffic on the pathway - hooray, it's looking so good. However, we worry a little about the lack of clear signage & possible accidents. Recently we noticed these signs on a similar pathway at Paraparamu - attached. It's so important to educate all users to STAY LEFT, RING BELL & SLOW DOWN when passing, etc.	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for getting in touch with the Tupua Horu Nuku Project, and Merry Christmas to you and your whānau. We are currently in the process of finalising signage for the project. Rider behaviour is an important consideration, particularly given the expected increase in both the number and diversity of users on the shared path. I have raised rider behaviour as a specific topic for discussion with our signage team, so we will ensure that we work through this with HCC. Thank you for taking the time to provide your feedback. Wishing you an enjoyable Christmas and New Year. Ngā mihi – The Tupua Horu Nuku Project		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
22/2/26 & 16/3/26	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Dear [REDACTED UNDER S7(2)(A) OF THE LGOIMA] As a resident I would appreciate seeing the approval, plan and consultation effort and funding for what seems like someone's ill considered idea going to concrete rocks together as a penguin ramp. The questions I have are: -1- is it included in the original plan for the shared path, if not how was it formally brought into scope, and through stakeholder consultation. -2- why is it within less 10 meter distance to a penguin ramp that is clearly part of approved plan. -3- will the design be identical to all the others, if not why. -4- concreted together sharp rocks right next the only public access to Sorrento Bay beach is a hazard, and at high tide invisible. It feels to me that the idea is an afterthought, without careful consideration to stakeholders. I look forward to your response. Best regards [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Follow up email Hi My apologies for having missed the email and the call. I noticed that the rocks at Sorrento Bay were removed last week, which was the essence of my query. I appreciate the action taken.	Hello [REDACTED UNDER S7(2)(A) OF THE LGOIMA], I have just tried to give you a call on the number below regarding your query. Are you free for a call at some point this week? If so, please provide some timings, and I will get back to you. Thank you, The Tupua Horu Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
22/3/26	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Dear Hutt City Council and Tupua Horu Nuku Project Team, I am writing to formally raise several critical safety and structural concerns regarding the newly constructed ramp at Māhina Bay as part of the shared pathway project. These issues impact not only the longevity of the infrastructure but also the safety of residents and the public. Please see the specific points of concern below: 1. Hydraulic Impact and Wave Deflection - The ramp's flat seaward surface is currently forcing wave energy directly upward rather than dispersing it. During storm events, this volume of water is being propelled over the pathway and road, reaching as far as the rooftops of opposite residential property. This creates an immediate hazard for motorists and pedestrians and risks property damage (https://drive.google.com/file/d/1xQx1Gz2MjyBEVlu-awcB9WLnZDU_E/view?usp=drivesdk). 2. Structural Integrity and Workmanship - Seaward Railings: The railings are bolted on the seaward-facing side, making them highly susceptible to buckling under wave pressure or causing the concrete to crack. Substandard Hardware: Several bolts used to secure these railings are non-marine grade and are already showing signs of corrosion. Incomplete Installation: Critically, one of the supports is currently attached with only a single rusting bolt instead of the required four, compromising the entire barrier's stability. Design Flaw: The ramp appears to split in half on the descent, which may lead to uneven settling or further structural failure under stress. Notwithstanding the impact on usability and aesthetics. 3. Seawall Design and Erosion - The recurve of the seawall is missing on the lower sections to the north of the ramp. This omission allows even small waves at mid-tide to splash onto the pathway. Furthermore, the downward force of the water energy is scouring the base (the toe) of the seawall, which will lead to premature erosion and undermining of the structure. 4. Compliance with Electrical Standards (NZECP 34:2001) - While the power lines were recently raised, they still appear to contravene the "3m vertical distance requirement" mandated for boat ramps. Although the lower lines were adjusted from 4.5m, there has been no formal clarification as to why this specific ramp remains non-compliant with the 3m safety standard. 5. Pedestrian Safety and Slip Hazards - At high tide, the ramp is semi-submerged. The use of smooth concrete has already allowed for the growth of green algae. Given the lack of a high-traction surface, this area is rapidly becoming a significant slip hazard for the public. 6. Immediate Site Hazards - There are currently several wooden planks with rusted screws protruding upward scattered along the seawall edge. These represent a severe puncture-wound risk to anyone walking in the vicinity and require immediate removal. I look forward to your prompt response regarding the steps the Council will take to rectify these design flaws and safety hazards to ensure the pathway meets the necessary NZ standards. Kind regards, [REDACTED UNDER S7(2)(A) OF THE LGOIMA] FOLLOW UP QUERY Dear Tupua Horu Nuku Project Team, Thank you for your response dated 31 March. I have cross-referenced the current site conditions against the Tupua Horu Nuku Design Plan (specifically the "Multi-Functional" design standards), and I must formally challenge the Council's position that the current installation is performing as intended. The Māhina Bay ramp is currently in direct contradiction of the following project mandates: Wave Redirection Performance: The design plan requires new walls to ensure splash reduction is "better than those that they replace." My recorded observations (linked below) show the flat ramp surface acting as a launching pad, propelling wave energy across the road and onto residential property. This is a significant performance regression compared to the previous shoreline. Public Safety and Access: Your email states the site is a "fenced-off active construction area." This is factually incorrect. There are currently no fences, barriers, or signs restricting access. The public is able to use the ramp and beach, exposing them to the hazards I identified: protruding rusted screws and unsecured balustrades held by a single bolt. There is already algae on the sloped surface of the ramp causing a slip hazard which will only get worse. Erosion Control: The design plan states walls must "not cause erosion at the beach." The vertical face of this ramp is already causing visible scouring at the "toe" of the structure, which will lead to premature structural failure. Aesthetic and Structural Inconsistency: The "recurve vertical seawall" is a signature feature of this project, designed to provide a cohesive visual character and superior wave deflection. The Māhina Bay ramp appears entirely out of character with this established design language. By opting for a flat, angular surface instead of the curved geometry instead elsewhere, the Council has created a "visual break" that looks like an unfinished or substandard addition rather than an integrated part of the 4.4km coastal asset. Evidence of Performance Failure: Please view this footage of the ramps effect on waves: https://drive.google.com/file/d/1xQx1Gz2MjyBEVlu-ctwcB9WLnZDU_E/view?usp=drivesdk. This clearly demonstrates that the "vertical face" design is failing to meet the project's splash reduction standards.	Hello [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for your comments in your email dated 22 March. Please see the information below addressing your concerns. The beach access ramp and surrounding seawall area have undergone a comprehensive programme of safety and design testing to ensure the assets' longevity, public safety, and full compliance with relevant building standards. As outlined in our previous correspondence, an in-situ poured vertical face is required to achieve the correct ramp grade while minimising encroachment into the Coastal Marine Area. This approach is a specific condition of the project's resource consents. To clarify, this structure is not designed or designated as a boat ramp. It is intended to provide safe pedestrian access to the beach. Wellington Electricity has confirmed electrical compliance standards for this asset, so please address them directly if you have any concerns. The ramp is constructed with an exposed aggregate concrete surface, which is standard for accessible pedestrian ramps in the marine environment, and the flat landing pad is also a critical feature included for user safety. Your comments regarding the installation of balustrades have been noted and passed on to the installer. While this work is yet to be completed, the general balustrade design has already been implemented successfully in other parts of the project and has proven to perform well and ensure longevity. On that basis, no changes to the design will be made. Please note that construction of the beach access ramp in Māhina Bay is still ongoing. While the beach has been swept of loose materials that could pose a risk, the site remains an active construction area. For safety reasons, we ask that all members of the public stay outside the fenced-off area and clear of the ramp until works are fully completed and the site has been formally reopened. Thank you, Hutt City Council and the Tupua Horu Nuku Project.	Meeting organised with [REDACTED UNDER S7(2)(A) OF THE LGOIMA] on site - 14th April	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
22/5/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Interested in Shared Path works in Days Bay	Communicated that this area is outside the Tupua Horu Nuku project scope		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
22/7/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Followed up regarding the penguin ramps at Mā Koromiko	Confirmation of ramps fixed on Wednesday 23/7/2025. This was communicated back to James		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
22/9/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia Ora I have seen on the website that you use google API observation data for traffic management. My partner was punched in the face multiple times yesterday for no reason at all from a guy who stepped out of his car when parked and came to my partners window. We have seen the cameras as they are right by Lowry Bay where it occurred around 1.18 pm yesterday. This has been reported to the Police however he was unable to get the rego but got this picture of the car. If there is recoded footage, would it be possible to please provide this to the police. It would be much appreciated. Thank you Kind regards	Kia ora, I'm so sorry to hear about this, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. I hope your partner is recovering alright. We are happy to help you try to gather more information from the event. The camera in Lowry Bay is externally operated and therefore has privacy barriers, although what I suggest is that we hand over the Police Case Number to the Camera Owner so they can work directly with the police. Could you please pass on the Police Case Number, and I can feed this information to the Organisation managing the footage? Wishing your partner a speedy recovery, Bodhi - The Tupua Horu Nuku Project Team. No response sent from [REDACTED UNDER S7(2)(A) OF THE LGOIMA]		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
23/03/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Requests for further signage on the shared path, such as 'keep left' 'ring bell when passing'	The Alliance is adding additional 'keep left' markings on the path at strategic locations. In keeping with design priorities, other markings will not be considered at this stage.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
23/07/24	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asks about construction in York bay south of bus stop ans whether a 3 tier wall is going in there. EHEA thought it would be 2 tier and say a 3 tier would be too detrimental to beach users. Asks to confirm whether path is also 2.5m wide	Late in the design process, parts of the seawall increased from two to three tiers. The change was driven by ground investigations and further information gathered during the construction enabling phase. This information revealed the bedrock was deeper than originally anticipated. These changes were discussed with project ecologists and the footprint related to this change is within the limits set out in the project's consents. The upcoming beach nourishment programme will significantly increase the area of beach available at all tide levels, so the effect of the increased seawall size will be minimal for beach users. The shared path in York Bay will have a 2.5m effective width. This is consistent with what was shown in the certified BSUDP, issued late last year. The BSUDP is available here: [link]		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
23/09/24	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asked about beach nourishment in York Bay and where it's at, noting that 'numerous truckloads of course sediment have been deposited ... haven't been any deposits of finer sand resembling what was there'	"The project team has confirmed that all materials for the York Bay beach nourishment have been successfully placed. At the start of the project, we conducted a grading of the existing material at York Bay to establish a profile. This assessment revealed a mix of sands and gravels, and the team has replicated this as closely as possible, ensuring the quantities of each material size align with the original profile." Communicated that these areas are wastewater connection points, which require waste water works to be completed in Māhina Bay before they can be sealed		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
23/5/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Interested in the gravel sections in Sunshine Bay			[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
23/8/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi Jamie thanks for your notice of 14 August re power Mahina Bay. Power out this morning which is fine but still waiting to receive notification from Genesis as to outage date and time. Just thought I would let you know. Cheers [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Sent from my iPhone	Thank you for letting us know, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Ngā mihi, The Tupua Horu Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

23/9/2025	Arthur Jacobson	Email sent to Arthur as a follow up to in person meeting and his request to get stencils placed on a shared path that sits outside the project scope. Good morning Arthur, Hope you are doing well and keeping out of this horrible weather. Thank you once again for inviting us to meet at your house to discuss project and council-related matters. Following our meeting, we made contact with HCC Comms, and Parks and Recreation Team to discuss how we might be able to get the cycle stencils placed on the shared path near The Promenade. This decision is now with the Parks Team, and we have requested that it be reviewed for you. Hopefully this matter can be solved for you soon, Arthur. We'll make sure to keep asking about it. Thanks, Bodhi - The Tupua Horo Nuku Project Team.	Hi Bodhi. Thanks for this. I hope you will succeed before summer weather finally arrives. I am tired of being abused by pedestrians and being told to get off the pavement (because they do not realise that it is a shared pathway). If you can succeed by summer, I will keep my promise of ceasing to complain about breaches on your "Path". In this vein, I have just read the February 2019 "Eastern Bays Shared Path Transport Assessment". The progressive deviation from this is a study in "frog boiling" par excellence. The Assessment promised: Completion of each Bay in totality over 3-6 months before moving onto the next in the following year; and Most works to be done only at low tide Only at off-peak times. Of course this was all completely "duplicitous". As soon as the proverbial frog was in this cold water in the pot, ie your team got the go-ahead on the above basis, you started slowly upping the temperature by: Increasing the number of bays undertaken at the same time and hence the number of traffic stops. First to 2 bays/2 stops at a time and now to 3 bays and 3 stops. Stopping traffic through all tides; and Stopping traffic at peak hours; and Working year round; and More than doubling the price; and Slaughtering the local wildlife, particularly little blue penguins; and Permanently stopping Rona Bay residents from walking their dogs on Rona Bay beach even though your Path doesn't run through Rona Bay; and Placing a fence along the top of the Rona Bay sand dunes, thus obscuring the views of Marine Parade residents. The frog is now well and truly cooked; your team is piling up the profits and HCC is getting its trophy pathway to boast about! Does your team seriously think that the project would have received the go ahead if the frog would not have jumped straight out of the pan) if you had been honest from the start about your actual intentions and their consequences? However, you get me safe use of the "legacy pathway", and I will let matters rest!		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
24/06/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asked about culverts in Whiorau/Lowry Bay, especially at 231 Marine Dr. Noted it can get blocked during storm events and asked whether it would be upgraded as part of the project.	Culverts are being replaced like-for-like as per agreement with Wellington Water		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
24/1/26	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Good morning Yes the pathway is looking fantastic and the Oyster Catcher chicks are honing their flying skills. However they are still very vulnerable and I am very concerned that there is no dog regulation signage at Pt Howard and Sorrento Bay. There have been many dogs on the beach already this year which I have on one occasion notified Dog Control about. However without prominent signage the Bylaw concerning dogs is difficult to enforce. I hope that some prominent notices can be installed before your holiday period begins. I look forward to some positive response Gill Watt Sent from my iPhone	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for raising these important points regarding dog regulation. The site team will be shut down from 20 December to 6 January, so unfortunately we will not be able to install signage prior to this period. However, I have flagged this matter as high priority, and upon our return in early January, we will look to have signage installed across the dog prohibition area from Point Howard to Sorrento Bay as soon as practicable. Thank you again, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Wishing you a very Merry Christmas and a Happy New Year. Ngā mihi – The Tupua Horo Nuku Project After the break - this was passed onto Animal Services Team at HCC responsible for the new signage		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
24/2/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Congrats on the progress so far. Just a quick note to flag that the poles in the water to mark the kelp beds now don't! Could you please provide an update on timing for completion of the works in Sunshine Bay? Particularly: - gravel unsealed section of the pathway opposite 512, 515 and 517 Marine Drive - bus stop and surrounding area - significant pothole that has been temporarily filled a few times, seaward side between 515 and 512 Marine Drive We'd also like to know please when the public rubbish bin will be reinstalled next to the bus stop and when the bollards will go in, in front of the bus tip, which will prevent cars being parked in front of the bus shelter. People are back fishing in the area around the bus stop, parking their cars in front of the shelter, and leaving copious amounts of fishing rubbish behind each day there is good weather. 2 seabirds have been rescued from fishing line in the past week and a lot of rubbish has been picked up daily by residents. This email is on behalf of the residents of Sunshine Bay. We look forward to receiving an update as soon as possible. Also to add, could you please advise when the raised crossing will go in, or if it will be some time would you consider blocking the space currently left open for it. Cars are driving through the space between the bollards to park ON the shared path to do fishing. One of the residents with two children under 3 years old had to go on to the road on Saturday with her stroller to get around a four wheel drive that had driven through the gap (tyre marks on	Thank you for reaching out to Tupua Horo Nuku regarding Sunshine Bay works. Completing the bus stop and surrounding area in Sunshine Bay has been challenging due to the presence of an active Kororā burrow on the adjacent embankment. As part of the project's environmental consent conditions, we must set up a 10 meter 'exclusion zone' to mitigate any potential risk to the Kororā while working. The current exclusion zone has therefore limited our ability to complete work in this area. Because it is moulting season, the process where the Kororā grows their new waterproof coat, this exclusion zone has been active for some time. Most works can be completed once there is evidence the Kororā has left, such as installing the last concrete buffers and opening the bus stop - both of which will limit drivers' ability to park on the shared path. The final areas of work that require completion in Sunshine Bay relate to wastewater works. As part of Tupua Horo Nuku's work, we are supporting Wellington Water to upgrade aging facilities. The unsealed gravel sections you refer to in your email are connection points, and these cannot be sealed until wastewater works have been completed in Māhina Bay. As noted throughout the consultation process, rubbish bins have been minimised along the pathway to encourage people to take rubbish away with them and to avoid rubbish being blown out of the bins. Street furniture is also a potential hazard to cyclists on the path and the design has been developed to also be a minimal, low-profile, coastal aesthetic which avoids clutter. Regarding the pothole on Marine Drive, this falls outside the scope of Tupua Horo Nuku and sits with Hutt City Council directly. We have reached out to Council and informed them of this issue.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
24/4/2025	Arthur Jacobson	Hello Why were there 3 stops today (12.20pm) taking over 20 minutes to get through? They were ALL cycleway so please not the usual diversion that they were Wellington Water, Weed control etc etc Regards, Arthur	Kia ora Arthur, Thanks for reaching out to the Tupua Horo Nuku project inbox. Last Thursday, it appeared there were three separate lane closures in the area you travelled through. We can confirm two of these lane closures, in Māhina Bay and Whiorau/Lowry Bay, were planned and approved works for the Tupua Horo Nuku (cycleway) project. Following an investigation, the third lane closure, located at the northern end of York Bay, was not related to the Tupua Horo Nuku project. This was due to street lighting fault-finding works being carried out by Wellington Electricity. These works are outside the scope of our project. We have requested that any future works of this nature be coordinated with the project team to help minimise additional disruption to motorists. Please see the attached photo for clarification. Thanks again for getting in touch, and we appreciate your patience. Ngā mihi, Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
24/4/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	When will the temporary roundabout at the intersection of Marine Drive, Marine Parade and Muritai Road be removed?	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. The temporary roundabout will remain in place for the duration of the project.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
24/5/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Two Kororā spotted on the road in Sorrento Bay, potentially nesting on the hillside of the road	Communicated to the ecology team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
25/02/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] reached out via phone call about traffic management concerns. He was worried there had been changes to traffic management set up where we had removed the spotter stationed outside of [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Drive to help guide residents in and out of the shared driveway. Ken noted there was no one stationed there, although this was one incident and the team were packing up at the time. I am still disappointed that the view to the harbour entrance is restricted by the fence at the point mentioned above. What is to stop dogs walking in through the gates. Why can't the fence be installed out towards the sea or some other solution so the view is not restricted.	Lisa talked with the Traffic Manager and ensured this spotter is stationed at that particular spot at all times. The team were packing up at the time Ken shared his concerns, so Lisa reiterated our TM staff will make sure to man that spot until packed up will be completed.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
25/2/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Another point why has it taken so long to complete the area around the York Bay Bus Stop. Also what are the small triangles in the paving full of pebbles. Are they still to be paved or is there something going to happen there	Thank you for following up. Please see the below responses to your queries. The fence is along the path edge to give penguins suitable habitat to nest in and not be disturbed by dogs. Whilst dogs can enter the Whiorau Reserve on leash, the fence and gate have been installed to stop dogs from entering without owners. The areas you refer to in York Bay is reserved for planting, which will be installed once it is the appropriate season. Planting outside of the season will result in the chance of survival decreasing.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
25/2/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Thank you for the letter which you delivered today to advise us of the upcoming works, it's much appreciated. I just wanted to get in touch regarding the car parking down on Marine Drive which will be directly affected by the construction period in this area. There are 4 houses which are addressed on Church Lane but for which our driveways/parking access are located in the car parks below Church Lane. We have nowhere to park at our houses or above on Church Lane. As such, with the removal of the parks on the seaward side, and knowing the popularity of these for beach goers/fishing/construction workers I would like to discuss arrangements for some residents only parks to be marked out during the time of the works. Of the current parking spaces marked the residents use 2 of these at all times so it would be great if two could be marked residents only, ideally those closest to the garage which is to the right hand side of the stairs up to Church Lane. Another issue which we have been experiencing during the current works affecting Lowry Bay and Sorrento Bay is with regards to the backed up traffic waiting to be released which blocks access to or exit from these parks. Would it be possible to put some signage somewhere along the white lines of the parking to indicate that waiting traffic should leave a space for anyone trying to get in or out of these spaces? I look forward to hearing from you soon. Kia ora,	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for getting in touch and sharing your feedback. After discussions with Hutt City Council, we will install four temporary 'resident parking' signs. Please note that we are unable to enforce these parks, they are intended as guidance only, and they will be removed upon completion of the works. We have also been working with the Traffic Team and can confirm there will be team members stationed opposite this car park area to help escort cars when entering and exiting. We hope these additions are helpful to you. Ngā mihi, Tupua Horo Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
25/3/26	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Thanks for having very nearly completing the fantastic Tupua Horo Nuku project. As a regular cycle commuter and pedestrian living around the Bays it is such a fantastic asset. I was curious to ask, as I am aware the project is nearly complete, is there any work planned for the path through Days Bay that will connect/link the northern end near the Challenge Service Station to the southern end near Eastbourne. Currently it comes to a particularly jarring end at both points and leaves users in dangerous situations with not a lot of options for either footpaths or safely crossing the road, and is obviously a weak point in the resilience aspects of the project. I am sure this issue would have been highlighted to the team before, so I am interested to find out if any solutions were being looked at. Thanks for your information and assistance [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for your feedback. We are pleased to hear you are happy with the project delivery. Investigations on the connection between Sunshine Bay and Days Bay are underway; however, Days Bay sits outside of the Tupua Horo Nuku project and would be delivered by Hutt City Council. Decisions and actions moving forward, therefore, will be dependent on funding and Council approval. We hope this information is helpful. Ngā mihi [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
26/01/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Is the Boat shed at Lowry Bay going to be moved or stay in its present position. What is the purpose of all the Fill rocks gravel etc beside the boat shed Lowry Bay. Is this permanent staying or going to be removed. Can the fence be lowered at the south end of Whiorau Reserve before the pumping station as you head towards Eastbourne. It totally blocks the view of the harbour and the harbour entrance when heading towards York bay.. I am sure the little blue penguins wont jump over a lower fence.	Thank you for getting in touch. The Boat Shed will remain in its current position. If you wish to view the design plan for Whiorau/Lowry Bay, it is available on the Hutt City Council website under the 'Project Documents' section. The fill rocks you refer to in Lowry Bay is a causeway. This structure has been established to provide a safe working platform for the excavator to sit on while we are installing sheet piles, these help with constructing this section of the Bay. The causeway is not a permanent structure; it will shift southwards as sections of the construction area are completed and will then be removed in full. In regard to the fence height, as well as keeping penguins on the seaward side, the height of the fence restricts dogs from getting into the Whiorau Reserve bird protection area. Dogs are the biggest risk to penguins, so this was a key concern throughout the design.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

26/03/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi, Early on in the construction the team put out this handy newsletter. (THN project newsletter attached, July 2022). One of the interesting things is that it states that the maximum length of the lane closure will be 300m. Currently (today) there are two sites, one is around 400-500m and one is over 600m. Please provide me with information relating to the consents / requirements of any lane closures or traffic management relating to the project. Many thanks [REDACTED UNDER S7(2)(A) OF THE LGOIMA] also requested the latest TMP, which was emailed to her.	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for contacting the Tupua Horo Nuku Project Team. The approved Traffic Management Plan (TMP) for Mā Koromiko works in 2022 allowed for one 300-meter lane closure. Since then, the TMP has been updated to shorten construction time and reduce impacts on the community and environment. The current TMP allows three bays to be set up, with two lane closures during working hours. Although site lengths have increased since the original TMP, all layouts continue to meet the project's delay limits. Ngā mihi, Tupua Horo Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
26/03/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	I am writing to question the sensibility of removing the vehicle access to the boat launching area on the Southern edge of the big rock at the North end of Māhina Bay. This ramp is particularly useful for boat launching particularly in our prevailing Northwesterly winds. After a significant seismic or tidal surge event, it is highly unlikely that road access would remain open, maintaining boat launch options for getting medical assistance for injured residents or obtaining essential supplies seems like a much more sensible option. David replied to the response with the below: I submitted this information via the Māhina Bay Residents association at the appropriate time and am surprised that it was ignored. It is a mathematical certainty that Wellington will experience a large earthquake at some stage. Hutt City Council's own seismic risk map demonstrates that it is highly unlikely that road access will allow Māhina Bay residents to get to the established boat ramps at Lowry Bay or Seaview. My little 4.3 metre Naiad can get to the city or either end of the airport within 15 minutes to enable helicopter evacuation of our injured residents after a major earthquake, but this can only occur if it can be launched as it is way too heavy to man handle. The Māhina Bay Seawall will be fantastic for preventing the waves washing up onto our road, but there is nothing to be achieved by extending it all the way to the rock, thereby blocking our boat launch access. If the wall was to finish a few metres short of the rock, it would have no adverse effect on protecting the road, and maintain our boat launch access. Our boat launch area is very well protected from the prevailing Northerly winds and is usable in all winds other than a strong South Westerly. If the intention of blocking vehicle access is to discourage free campers then a chain and padlock could be erected, and the locals could be given a key to give us a fighting chance of saving our injured residents in the event of such an event. Our boat launch access is a huge asset for our residents and there is no need to get rid of it. I sincerely hope you reconsider this. Regards, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Thank you for reaching out to the Tupua Horo Nuku Project Team. Community consultation was undertaken during the consenting and design process for Māhina Bay. This included gathering feedback on the design and location of beach accesses. The informal ramp currently provided in Māhina Bay has been removed due to the introduction of the seawall that is required to protect the road in this location. Vehicle access has also been removed to remove any conflict with the shared path users. HCC picked up this following [REDACTED UNDER S7(2)(A) OF THE LGOIMA] second response.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
26/04/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asks for an update on York Bay bus stop	the bus stop is being relocated today (26 April), please use the existing one until the temporary stop has been stood up. This should be mid afternoon.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
26/08/2023	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Sent through photos of construction site with tape measure measurements and also historic photos of Eastbourne from archives with editing to provide colour comparison. Thank you for the effort, I fully understand the purpose of the curved walls and strongly agreed with them when we were presented with the plans, including the three curve structure. I have measured the wall construction today and disagree with your information, it is just wrong. However the points I make are not being addressed; 1.The scour curtain at the south end is significant in height, almost as high as the curved walls, but not faced with a curved wall 2.The top of the scour curtain is above the king tide level so the curved blocks will only be of assistance in the rare extreme storm situation - we had one in 2006 but not otherwise in 25 years I've been here 3.The scour curtain at the north end of the wall is a lot lower and is showing classic erosion characteristics with the curved wall causing accretion and 1 meter away the scour curtain next to the curved wall showing erosion. 4.The scour curtain opposite our place is over 70 meters long and in most places has 500mm exposed with extremes up to 600mm. The curves are 600mm for comparison. The majority of the block would not be below the existing rock foundation. This length could also be worth a slightly different block with the same curve. I am absolutely sure the same situation will occur throughout the bays causing erosion in every bay. I prepared a report in 2006 covering the causes of erosion, gathered from 5 earlier reports paid for by council since 1954 as well as observations by myself and the late R Cooper, a geologist from the Bays. Walls reaching below high tide line have been and will always be the primary cause of erosion in beaches, its simple engineering, the reflected wave energy forces gravel and sand back under the wave with as much force as the wave pushes water over the wall. Your timing for replies has left me without time to visit, I am away for a fortnight from Monday. Pictures are better than "ideas" about what the scour curtain is or isn't:	Hi [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for your detailed response. I have shared the below with both our design and construction team managers who are happy to discuss this in more detail with you if required. There were several factors to consider when the Alliance were brought onboard to deliver Tupua Horo Nuku, with the design and construction decisions been made with the support and expertise of specialists including ecologist and coastal engineers. At this stage, the work will continue as planned with the aim of completion and opening being the end of October. Have a wonderful 2 weeks away and we look forward to seeing the completion of the first stage of this project.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
26/2/26	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Why on earth are you demolishing the colourful boat shed? It and the shared path are protected by an island of rock to the south / seaward side and it does nothing but cheer up my day as I ride past. Please keep the colourful boat shed. Regards [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and [REDACTED UNDER S7(2)(A) OF THE LGOIMA], While we appreciate your advocacy for retaining the colourful boatshed in Whiorau Lowry Bay, Hutt City Council has determined that the boatshed's removal is necessary for user safety, future asset risk, and cost increase over time. With the completion of Tupua Horo Nuku expected to increase foot and cycle traffic along the shared path, the risk of collisions and other accidents will also rise. Currently, the boat shed intrudes onto the shared path, presenting an additional hazard for users, particularly for those less experienced such as children learning to ride. Minimising key risks along the path for all users is a priority for Council and has been a key factor in the decision to remove the boatshed. While the boat shed has been in place for many years, it prevents the construction of a 10-metre section of seawall. Given the potential for future storm surges, without a seawall at this location, there is an increased risk of coastal erosion undermining both the new concrete path and the existing carriageway as time goes on. Removing the boatshed provides us the opportunity to complete the missing section and maintain continuous seawall around the Eastern Bays. Programming this work now reduces user and asset risk and is a cost-effective solution to improve resilience in this area that would otherwise need to be addressed in the future. Thank you, Hutt City Council and the Tupua Horo Nuku Project		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
26/2/26	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	As a follow up to [REDACTED UNDER S7(2)(A) OF THE LGOIMA] email. 1. Your structural integrity is shown to be facetious given the old timber construction has survived storms and high winds for many years. 2. To facilitate foot and cycle traffic you could install the yellow fiberglass decking as you have at the other boat shed. This would provide more space and better sight lines than the Point Howard rock squeeze. People can look after themselves. 3. I have no particular love for the boatshed but a dislike of bland design and environments. I hope you will reverse your recent decision.	Kia ora Nigel, While we appreciate your advocacy for retaining the colourful boatshed in Whiorau Lowry Bay, Hutt City Council has determined that the boatshed's removal is necessary for user safety, future asset risk, and cost increase over time. With the completion of Tupua Horo Nuku expected to increase foot and cycle traffic along the shared path, the risk of collisions and other accidents will also rise. Currently, the boat shed intrudes onto the shared path, presenting an additional hazard for users, particularly for those less experienced such as children learning to ride. Minimising key risks along the path for all users is a priority for Council and has been a key factor in the decision to remove the boatshed. While the boat shed has been in place for many years, it prevents the construction of a 10-metre section of seawall. Given the potential for future storm surges, without a seawall at this location, there is an increased risk of coastal erosion undermining both the new concrete path and the existing carriageway as time goes on. Removing the boatshed provides us the opportunity to complete the missing section and maintain continuous seawall around the Eastern Bays. Programming this work now reduces user and asset risk and is a cost-effective solution to improve resilience in this area that would otherwise need to be addressed in the future. Thank you, Hutt City Council and the Tupua Horo Nuku Project		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
27/01/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi There appears to be no Design Protocols document on LHCC website for Mahina Bay? Are these not available? What is the current timeline for work starting in our area? Thanks	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], these should be available on the project website now.' *project website had been updated following the previous query		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
27/06/2024	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	asked about design plan for Skerrett boatshed, as he has lease arrangement with HCC	BSUDP was sent via email		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
27/2/2026	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora team I was wondering if you're able to provide information on the type of sand that will be replaced in Lowry Bay? Will it be similar golden sand to Oriental Bay that comes from I think Nelson? Best regards	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], At the start of the project, we conducted a grading of the existing material to establish a profile for Whiorau/Lowry Bay beach. This assessment revealed a mix of sands and gravels, the team will replicate this as closely as possible, ensuring the quantities of each material size align with the original profile. The approach we're taking is aimed at balancing usability with durability and minimising ongoing maintenance. Finer material (like at Oriental Bay), while appealing for some recreational uses, is more prone to erosion and would require more regular replenishment. Ngā mihi, Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
27/2/2026	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Thank you for the latest newsletter. I wrote in December 2025 asking about beach nourishment in Lowry Bay and was told this would happen in early 2026. I note the latest newsletter doesn't mention beach nourishment. Is this still going to happen? Regards [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Lowry Bay resident	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Beach nourishment is still due to happen at Whiorau/Lowry Bay. It's now likely to be completed middle of the year (post completion of the path). Ngā mihi, Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
27/2/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] called the prject line and asked about various design elements of Sorrento Bay	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Following our phone call, I have gathered the information below regarding your design queries in Sorrento Bay. We are currently finalising the design and construction plans for the southern section of Sorrento Bay, including the placement and height of the bird protection screening. Discussions are also ongoing regarding the informal rest area, with details to be confirmed in the coming months. At this stage, I am unable to provide specific information, but updates will be shared in the Tupua Horo Nuku monthly newsletter once the design is finalised. The steps at the eastern end of Sorrento Bay will match those installed in York Bay, as shown in the attached images. These steps meet standard building specifications but are smaller than those in Mā Koromiko and Sunshine Bay to minimise impacts to the sensitive Oystercatcher habitat. The existing ramp in Ngau Matau Point Howard will remain to allow for ease of access for kayaks and paddleboards. The decision to not install a ramp in Sorrento Bay was dismissed because of its consequence to the Oystercatcher habitat. Ngā mihi [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Tupua Horo Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

27/3/2026	Arthur Jacobson	Dear Ms van der Splinter I asked THN a question in my email of 20 March below. They have refused to acknowledge this, let alone answer it. As the stats are published by HCC, could you please now answer this, slightly modified, as an LGOIMA request for all relevant documentation/information. The precise request is in 2 parts For the purposes of the Delay Times published for each hour from 7am to 6pm, both northbound and southbound, for every day except Sunday; how do you obtain and configure the data used as the source of these matrices/schedules. In particular, does the method differ between the 2 stop methods used; ie green/orange/red traffic lights on the one hand and stop/go flipgable manual signs on the other. Sincerely Arthur Jacobson	Request now filed as a LGOIMA		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
27/3/26	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	I understand there'll be some sort of opening event for the Eastbourne/Bays shared path. I can't see anything on the council website. Do you have any date/time you can offer me? Thanks, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Response sent - confirmed date on Activation day 18th of April		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
28/2/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	I am writing to question the sensibility of removing the vehicle access to the boat launching area on the Southern edge of the big rock at the North end of Māhina Bay. This ramp is particularly useful for boat launching particularly in our prevailing Northwesterly winds. After a significant seismic or tidal surge event, it is highly unlikely that road access would remain open, maintaining boat launch options for getting medical assistance for injured residents or obtaining essential supplies seems like a much more sensible option.			[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
28/9/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA] The recent Tupua Horo Nuku communications, including Friday's Facebook post about work in Lowry Bay (which I shared on the Lowry Bay Facebook page), have received nearly 100% positive feedback from the community. There is terrific support for the project and the teams working in often ghastly conditions. However, I agree with the comments made about how disappointing it is to see the amount of plastic waste being left on the work site in a marine environment by both the construction and traffic management teams. The orange netting and yellow warratah tops are especially prevalent, but it's also common to see rubber gloves, broom bristles (after the concrete has been swept), nylon flags, and drink bottles. There is also a lot of treated timber left lying around in reach of the tide. All these materials can find their way into the sea and will outlast the path itself. I'm attaching a couple of photos taken today to show the amount of rubbish left on the Lowry Bay beach after work on Friday. Residents pick up some of the rubbish, but much of the rubbish is in areas that residents can't access. Can the project team please review the rubbish management requirements set out in the project's consent conditions? Ngā mihi nui Belinda [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Replied by Kylie Armstrong (HCC Senior Comms Advisor)		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
29/4/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Interested in the timeline for installing the permanent stairs in Sorrento Bay. Resident expressed disappointment when we communicated that the stairs were attempted to be completed, but tides did not allow this to happen Hi there > > I am emailing to complain about the phasing of the lights at the Lowry Bay roadworks site (again). My son has been late for school twice in the last 2 weeks because of the lack of respect and care by the Men at Work team for the people that are trying to leave the bays to get to where they need to go first thing in the morning. > > On two occasions in the last week he has waited over 20 minutes at the lights at Lowry Bay. He has observed the workers mucking around with the cones, talking and laughing while a huge queue of cars backs up waiting. I also was made to wait for 15 minutes the other morning while one of your workers played around with road cones, pretending to set them up but to be honest almost appearing to take his sweet time just to annoy the people patiently waiting to go about their day. The inefficiency I witnessed was almost comical (but I certainly wasn't laughing). > > There are now at least 3 sets of lights for us to have to navigate through around the bays and it really appears that there is little consideration that people have somewhere to be and to be there on time. The workers need to understand this and the directive needs to be that they need to keep people moving. I fail to see any manager or someone overseeing these operations and ensuring that your team is acting in the best interests of the residents who, at the end of the day, are paying for these works. > > I know I speak on behalf of all of the frustrated residents when I say we would like to see this managed far more effectively and with more respect for us all who are just trying to go about our day and in order to pay for your staff. > > Thank you > [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Morena	Temporary stairs installed because the permanent stairs were scheduled for installation in Summer 25/26. Resident was pleased and thankful for this as a result		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
29/9/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	> > I am emailing to complain about the phasing of the lights at the Lowry Bay roadworks site (again). My son has been late for school twice in the last 2 weeks because of the lack of respect and care by the Men at Work team for the people that are trying to leave the bays to get to where they need to go first thing in the morning. > > On two occasions in the last week he has waited over 20 minutes at the lights at Lowry Bay. He has observed the workers mucking around with the cones, talking and laughing while a huge queue of cars backs up waiting. I also was made to wait for 15 minutes the other morning while one of your workers played around with road cones, pretending to set them up but to be honest almost appearing to take his sweet time just to annoy the people patiently waiting to go about their day. The inefficiency I witnessed was almost comical (but I certainly wasn't laughing). > > There are now at least 3 sets of lights for us to have to navigate through around the bays and it really appears that there is little consideration that people have somewhere to be and to be there on time. The workers need to understand this and the directive needs to be that they need to keep people moving. I fail to see any manager or someone overseeing these operations and ensuring that your team is acting in the best interests of the residents who, at the end of the day, are paying for these works. > > I know I speak on behalf of all of the frustrated residents when I say we would like to see this managed far more effectively and with more respect for us all who are just trying to go about our day and in order to pay for your staff. > > Thank you > [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Dear [REDACTED UNDER S7(2)(A) OF THE LGOIMA], This response is being sent on behalf of the Tupua Horo Nuku Project alongside our traffic management contractors, Men At Work. We appreciate your feedback regarding the traffic management operations in Whiorau Lowry Bay and across the wider Eastern Bays Area as part of the Project. Your concerns are noted and have been passed on to our traffic team, both management and the team working on the ground. Two weeks ago, we had what's known as a 'reset' for traffic staff to remind them of the expectations around performance and perception in the field. We do apologise for occasional unexpected delays. All our teams work hard to mitigate these, and extensive planning goes into our traffic management operations to ensure that both public safety and efficiency of traffic flow are prioritised. We continue to be appreciative of the patience and cooperation of the community as we work to carry out these important improvements to the resilience of Marine Drive. Thank you, [REDACTED UNDER S7(2)(A) OF THE LGOIMA], The Tupua Horo Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
30/1/26	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	It is great to see the progress of the shared pathway and we are looking forward to seeing it finished. Is remediation of the road part of the project as I've noticed the potholes are getting worse and worse, particularly in Lowry Bay. Kind regards [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Sent from my iPhone	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Hutt City Council has road resurfacing works planned through the Eastern Bays Area once Tupua Horo Nuku has been completed. Ngā mihi - the Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
30/1/26	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Some months ago now 15 boulders/large rocks were dumped onto Sorrentobay on purpose for penguins? BUT we're not concreted together. They are soooo dangerous. People are slipping in them. Getting cut. They are not easily seen at higher tides. They are located far too close to steps down to beach. If anyone had used their commonsense even if concreted together they are still a hazard as people go down steps and head to Eastbourne end where it is sandy and would have to climb over them Currently they are loose and smash into the new wall in storms and people are slipping and getting cut The situation is ridiculous. Please remove the 15 boulders OUT of our bay please	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Some culverts in Sorrento Bay require rock ramps to enable Kororā and fish passage under the road. Works are scheduled to concrete these rock ramps into place next week. As you note, it appears some of the rocks have moved with the tides. We do apologise for this hazard. I have instructed our Zone Manager that all boulders/large rocks that are not concreted into place be removed for the safety of residents and other users of the bay. This will be actioned as soon as it is safe to do so. Ngā mihi – The Tupua Horo Nuku Project Team. Boulders since removed.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
30/6/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Called the project phone line regarding the programme of works in Lowry Bay. Interested to know when seawall works would be commencing around his area on Gill Road.	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] was happy with the response provided and thankful for our work.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
30/6/25	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Requested the project use finer sand material for beach nourishment works at Ngau Matau Point Howard.	Communicated to resident that existing beach material in Whiorau Lowry Bay will be used for beach nourishment, which aligns with the local environment and is the most appropriate material to mitigate erosion over time. Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thanks for your message and great to hear you're seeing the progress out there. Yes, following feedback and accessibility considerations, Hutt City Council has directed the inclusion of informal buffer gaps at selected locations along the route. These are intended to help improve access for all users, including cyclists, wheelchair users, and parents with prams. These gaps are being introduced at key crossing points where it's practical to do so, while balancing the safety advice provided by the design team. Appreciate you taking the time to check in! Ngā mihi, The Tupua Horo Nuku Project		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
30/9/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	It's great to see the good progress made over the last few months. Has any thought been given to increasing the gap between the precast barrier blocks at selected places to allow for easier access for bicycles, wheelchairs and baby buggies that have to exit the shared path and cross over the road? [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Sent from my iPad			[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

31/03/2025	Arthur Jacobson	Hello Things are only getting worse as we are well into our 3rd year of massive disruption. On Saturday 29 April I had to leave the Bays and allowed the usual 15 minutes to navigate the chaos. This was not enough! There was only one set of works, but you made the most of it. I hit the queue by the bus stop at York Bay around 12.35. The usual MO is letting all cars waiting in one direction through and then the other. This at least minimises the time when no cars are moving through the works. But not on 29 March. For whatever reason you only let 1-2 dozen cars going north through at a time. This means that I had to wait for 5 tranches. of cars and only got through around 1pm; ie 25 minutes. I missed my assignment! Clearly adding 15 minutes to navigate your chaos is no longer enough. I am going to have to allow 30 minutes to be sure. This is a travesty of the pathetic promise of a maximum 5 minutes per set of works. I assume this promise was inserted at the behest of some PR person rather than someone with actual knowledge of the situation "on the ground" Please respond to this email with a considered reply rather than a boilerplate excuse. Regards, Arthur Jacobson Arthur followed up on the 9/4/2025 stating the below: Hello again. It is now over a week since you promised an update. When I phoned Hutt City while stuck in your traffic jam, the lady who answered said you were being inundated with calls so I cannot see why you are unable to reply. Is there an appeals/complaints body which has authority to measure your performance against your promises as to maximum delays? If so, please provide contact details. As I am going to have to add 30 minutes to every journey in and out of the bays for months/years to come I would like to know why this is necessary!	Holding email was sent to Arthur on the 1/4/2025 stating below: "Good morning, Arthur. Thank you for contacting the Tupua Horo Nuku Project. We are currently investigating the issue you've raised and will be sure to update you as soon as we have more information. Ngā mihi, Tupua Horo Nuku Project Team." Second response: "Hi Arthur, We sincerely apologise for the delay in getting back to you. Please know that we are still actively investigating the issue to understand exactly what happened and how we can prevent it from occurring again. A representative from the project team will be reaching out to you early next week to discuss the concerns you raised. Could you kindly share your phone number so we can ensure we connect with you directly? Once again, we deeply apologise for how long this has taken, and we appreciate your patience and understanding. Thank you Arthur, Tupua Horo Nuku Project Team." Arthur was contacted by a project team member via phone call.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
31/1/2026	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	The roads next to some of the construction areas, previous and current, are rough. Is there an intention to repave them?	Good morning [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Hutt City Council has road resurfacing works planned through the Eastern Bays Area once Tupua Horo Nuku has been completed.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
31/5/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Contacted the project reagding washed up material on the beach	Ngā mihi - the Tupua Horo Nuku Project Team Communicated to the project team to remove this		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Ongoing	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] are unsatisfied with proposed design for Tupua Horo Nuku at Pt Howard beach. They believe there should be more carparking provided in the area. The Alliance have liaised extensively with them, including two meetings at Pt Howard, however we are unable to accomodate their requests.	Carparking has been optimised and has to be balanced against competing constraints, such as existing road, shared path requirements, minimising encroachment into the CMA.	N/A	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Suggests kerb blocks in Mā-Koromiko are too close together and requests they be further spaced apart, similar to what's in York Bay. Says this will help safety as cyclists will be able to pull out onto the road in an emergency.	Thank you for your query. There were several factors that led to the team choosing a 500mm gap between the kerb blocks. These are outlined below. Pre-cast concrete barriers are a common and cost-effective way to safely separate cycle lanes from traffic when using an existing road lane. The primary purpose of the gaps is to allow for surface stormwater drainage. While there isn't a well-defined industry standard for how large the gaps should be, 500mm is consistent with Auckland Transport's Engineering Design Code (Cycling Infrastructure section 3.7.1). The size of the gaps do limit user access onto and off the shared path. That's why the path has wider access gaps at connection points, such as at bus stops, crossings, and opposite side roads. These connection points are the safest places for users to access the path. Wider gaps across the whole path were considered less safe, as there's an increased likelihood that vehicles will collide with or strike the ends of the barriers or drive onto the shared pathway. The 500mm gaps help create a continuous kerb line for motorists, making it easier to maintain correct lane position. User safety is a key consideration in our design plans. The path is designed to be wide enough for users travelling in opposite directions to pass each other without conflict. In the event of an emergency or near miss, it is not encouraged for users to instinctively pull out into a live traffic lane. A 500mm gap provides the right balance of adequate drainage, path and road safety and cost-effectiveness for Tupua Horo Nuku and the shared pathway. If you have further questions or queries about Tupua Horo Nuku, you can reach the team directly at tupuahoronuku@huttcity.govt.nz.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Discussion with [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and [REDACTED UNDER S7(2)(A) OF THE LGOIMA] on site at Lowry Bay about the beach access. Provided a phone number for follow up.	Phoned [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and clarified his concerns. He feels that the beach access point is in the wrong spot as it gives onto rock rather than sand. He also was disgruntled about the consultation process, believing that he had not been given the opportunity to provide feedback.	Have sent [REDACTED UNDER S7(2)(A) OF THE LGOIMA] a link to the BSUDP and offered a hard copy as it was too big to email to him	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	"Tēnā koutou, I have enjoyed watching the progress of your teams work around the bay and I really enjoy the completed sections. As I walk into the village from Mahina Bay several times a week, I usually get a smile and a wave from workers. One day in December I had a chat with one worker who said they will be starting in Mahina Bay early in the new year. I took that with a bit of grain of salt as the plans are not yet certified for our bay, but thought I'd double check. The locals in the bay I speak to are happy for the work to start any time, so my only reason for asking is if the work does start early this year, we may need to get the raft in early, so we don't interrupt work. A secondary reason is wanting some advance notice before the concrete and timber bus stop is demolished. It was, as you will have heard, decorated by the local children who still go to be beach to point out their effort years later. It does need to be demolished, so I'm not concerned, but there will be locals who would want to say goodbye to it before it goes. Are you able to confirm when such work might start, is it still pencilled in for the second half of the year? And if there is preparatory work needed even now, do we need to get in ahead of you needing to close access to the beach to bring the raft to shore? Ngā mihi nui, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]"	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] has contacted [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and also met him at Mahina Bay. Some of the bus stop will be retained by the team and then distributed to the residents. Scott is happy with the engagement regarding the and bus stop.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	Resident at [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Drive	Gentlemen asked for an update in Lowry Bay - 'what was happening by the boatshed, specifically regarding the steps by the boatshed. He would also like the likely finish dates for the Lowry Bay works	Information asked will be highlighted in the next newsletter re Lowry Bay works. There is already a lot of information about the Sheet Piling works in the previous newsletters		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA] - project inbox	"Is the rock work in Lowry bay permanent or a new way to provide protection while you build? Are you still going ahead with the programme to relocate mussels along the seawall? If you are note that seagulls are already harvesting mussels and opening them by dropping the shells onto the bikeway. It is interesting that they are not dropping shells onto the road, but only the bikeway, I think because they can more easily pick up the shells from the bikeway where they will not be hit by a car. This is leaving shells all over the bikeway and is causing punctures. Not a good idea to make it worse by actively promoting more mussels."	The rocks that have been installed on the southern end of Lowry Bay are a temporary measure to enable our teams to continue working safely in this area. We will continue using the sheet piles to pour concrete foundations. The majority of the mussel relocation was completed in August last year however as the construction in this area moves south, our project ecologists will reassess whether additional relocations are required.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hello, What does tupua horo nuku mean? I've tried translating it with no success. Follow up email - That certainly explains the Tupua. Is the Horo Nuku associated with Ngake? Is there a word for word translation even if approximate? I would like to explain it to my granddaughter. When the name was given I thought an approximate English rendering would also be supplied. Maybe that's just not possible? final reply - Thank you so much for your reply. I have watched the video and will share it with my family	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], The name Tupua Horo Nuku evokes the narrative of the Tupua (spiritual phenomena) called Ngake, one of the two creators of Wellington Harbour in traditional Māori narrative. The name was gifted to the project by Te Ahiawa Taranaki Whānui, as part of the partnership between iwi and Hutt City Council. Ngā mihi, Tupua Horo Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Our members have been following the Tupua Horo Nuku project with interest, particularly the great efforts taken to protect and create new habitat for penguins, shore birds and lizards. We are currently scheduling guest speakers for our monthly public branch meetings, and wonder of one of the lead ecologists for your project could come and speak to our members? We meet on the first Thursday evening of each month at the Lower Hutt Tramping Club in Watertoo.	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for reaching out to the Tupua Horo Nuku Project Team. We appreciate you acknowledging the ecological and environmental work of our kaimahi. Unfortunately, we do not have the capacity to attend your meeting at this point in time. Please feel free to explore the website attached below and read through the previous newsletters for more information about our environmental work. Protecting our native birds Hutt City Council Ngā mihi, Tupua Horo Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Query about Traffic Management set up and pack time running over schedule.	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for making contact with Hutt City Council. We acknowledge and appreciate your concerns relating to traffic management concerning the Tupua Horo Nuku Project. The working hours attached in the email align with the requirements of GC.14, in that between the hours of 0630 – 0730 construction noise activities with a Laeq(15 min) of 55 dB and a LAFmax of 75 dB are permitted over that time. From 0730 these noise levels increase, and construction related tasks then commence as per the construction programme. The purpose of setting traffic management up at that time is so that they do not cause delays during peak hours, and so the construction team can start their works at 0730am and maximise their working window – particularly if low tide is in the morning. The same happens at the end of the day with site disestablishment activities (including TTM pack down) occurring after the peak hour traffic rush. The Project Team will put a reminder through to the traffic teams to make sure they are being as quiet as they can be during that time. The teams understand the sense of urgency whilst setting up the site in the morning, however, there is a process that they need to work through to ensure the site is safe for both the public and the construction/traffic teams. We hope this provides appropriate justification for your query. Please feel free to contact the project through this email directly if you have any other questions. Thank you for your ongoing engagement. [REDACTED UNDER S7(2)(A) OF THE LGOIMA]		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

Date not recorded	Residents of [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Drive	Letterdrop sent on the 14th of October to notify residents about light pole placement. Two phone calls recieved on the same day from residents at [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Marine Drive. Both had a preference to shift light poles south.	Follow up emails below. Hello [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. I hope this message finds you well. I wanted to share with you the two proposed locations for the new light pole outside your residence. The pole will be moved approximately 2.5 metres seaward to integrate safely with the new shared path, along with a slight shift either to the north or south. Please see the measurements below and the attached image for reference. Proposed location A - shift 300mm north from the original location, plus seaward shift. Proposed location B - shift 2.5m south from the original location, plus seaward shift. Both proposed locations have also been spray-painted near the current pole, if you wish to look further. As we're unable to meet all together in person this week and our team is approaching the start of work in this area, we would greatly appreciate it if you could kindly share your preference for the light pole location via email at your earliest convenience. Thank you both, Bodhi - The Tupua Horo Nuku Project. Another meeting followed: Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Thank you for your time today. As discussed, I can confirm. We will move the light pole to position B 2.5 M to the south of the current position We expect this to happen within the next 2 weeks The mirror will also be moved to the new pole [REDACTED UNDER S7(2)(A) OF THE LGOIMA], we will be in touch so we can ensure the alignment of the mirror is correct		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	I am not sure if this is a forgotten finish to bird protection fence in Sorrento Bay BUT there is some sort of gate that is not hinged or latch so blows open. It has been like this for about 4 months! The birds now have their chicks so perhaps this could be finished? Maybe a sign that it is a protected bird sanctuary at the start of fence in Sorrento Bay would be useful as people and fisherman just walk right around?	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for reaching out about the bird protection area in Sorrento Bay. The gate in Sorrento Bay is to allow Wellington Water to access valves on the seaward side of the fence. They will be adding a padlock to this in the near future. There is signage up in the area (see photo below), advising about the Tōrea Pango (Variable Oystercatchers) and the need to keep dogs under control. The team are looking forward to End and Metal (the oystercatchers) successfully raising their chicks this year. ☺		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
27/11/2025	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi [REDACTED UNDER S7(2)(A) OF THE LGOIMA] [REDACTED UNDER S7(2)(A) OF THE LGOIMA] from Pt Howard passed on your contact for me to update you on the concerns expressed at a recent meeting of all the Resident Associations of the Bays affected by the shared path. While we are excited about having such a great facility we know that you have already received concerns about the bollards. The residents will struggle to get onto the path with their beach toys/kayaks/bikes/pushchairs etc and there is a risk of being left facing the on-coming traffic. We have asked the ECB to discuss this at the next meeting on the 2nd December but it couldn't be put on the agenda. Bruce Spedding Is going to be asking for a response to this issue. We would ask you to take these concerns seriously as a big part of living in the Bays is accessing the beach especially in the summer. Is it possible that you could engage with the ECB to work on a solution ?. While the engineers and planners are on site this should be easy to arrange. We are looking at maybe 2 or 3 access points in each bay??? Thank you [REDACTED UNDER S7(2)(A) OF THE LGOIMA] (on behalf of Pt Howard, Lowry Bay, York Bay, Māhina Bay, Days Bay). Sent in response to the above HCC response	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA] and [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Thank you for your email, and apologies for the slow response. Your question has been passed to HCC, and I understand this will be discussed at the ECB meeting this evening. Kind regards		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	Arthur Jacobson	'Dear Ms van der Splinter Thank you for your response. Despite the fact that your 1st 2 bullet points stand in direct contradiction of each other, I will treat yesterday's email as your final word. This so I can advise the Ombudsman that I have progressed as far as I can with HCC. I will also take action in the Disputes Tribunal against HCC and the consortium for unlawful obstruction over 2 years and hope that other Eastbournites follow suit! Regards Arthur			[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Coming from under the new Seawall at Sorrento Bay. Can only be seen when the tide is out. I apparently got the wrong phone number for the site foreman Topper who asked me to send a photo. I'm enclosing a short 7 sec. video of the leak and a pano of the location.	Good morning [REDACTED UNDER S7(2)(A) OF THE LGOIMA]. Thank you once again for bringing this to the attention of the Tupua Horo Nuku Project Team. This area has a history of leaking during our construction phase. We suspect the issue may be related to a leaky watermain, so I have raised a potential fault for Wellington Water to investigate. Thanks for getting in touch, and let us know if you have any other questions or concerns. Ngā mihi, The Tupua Horo Nuku Project Team.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	Arthur Jacobson - sent to Ombudsman, CC'ed in THN	Dear Sir/Madam I should be grateful if you would investigate the following: I requested information regarding a breach of an RMA condition between at least 2023 and 2025 in relation to the construction of a cycleway in Lower Hutt. Hutt City Council (HCC) rejected the request on the grounds that there had been no breach of condition. I believe that HCC is incorrect in making this assertion and, hence, should supply the information as requested. The basis of my belief of a false assertion is in the email chain below and attachments but for completeness, I set it out as follows: In 2021, an Independent Hearing Panel granted a consent (the 2021 Consent) for the construction of a shared pathway around the Eastern Bays being from Point Howard to Windy Point on the eastern side of Wellington Harbour. Para 3.2.3 of the 2021 Consent stated: "Each Bay will be constructed in full before moving on to the next one...."; Condition GC.1 stated that "...the Project shall be undertaken in general accordance with the information provided by the Consent Holder....". There is a carve out in GC. 1 for modifications including by "certified management plans (CEMPs)" but Condition GC. 6 provides, inter alia, that such CEMPs must "Ensure that the Construction Works remain within the limits and standards approved under the consent...." Given that all documentation from the initial February 2019 Assessment prepared by Stantec to the 2021 Consent stressed the 1 bay at a time (and 1 bay per annum) phasing of construction, such phasing must under plain English and any canon of interpretation be viewed as an approved limit. Hence moving from 1 bay at a time is not possible under the 2021 Consent. Despite this legal situation, from 2023 (at the latest), work commenced on 2 or even 3 bays at a time with a consequential increase in the number of simultaneous traffic stops. This breach of the 1 bay limit was, in any event, recognised and accepted by HCC in 2025. In 2025, presumably after complaints from me and others about inordinate delays from multiple traffic stops, HCC decided to "legalise" multiple bays at the same time via a s.127 variation issued on 9 July 2025 (the 2025 consent). Paragraph 6 of Section 1 of the 9 July 2025 Consent (on page 2) explained the need for the new consent by reference to the Original Consent as follows: "The proposed change of condition seeks to amend condition GC1...[which] through the AEE...was predicated on the construction process being limited to off-peak times and staged with a single bay at a time..." (emphasis added) If the original consent did not include a single/one bay limitation, then why was a new consent necessary to amend condition GC1 in this exact manner? The only possible conclusion from the issuance and wording of the 2025 consent is that HCC recognised that multiple bays at the same time were not authorised under the 2021 Consent and, moreover, were not capable of authorisation by CEMPs. This necessary conclusion means that HCC was obliged to provide the information requested under my heading "If Independent Panel Consent Condition of "One Bay at a Time" was not			[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Thank you for the latest newsletter, always an interesting read. My question is about the condition of the beach at Lowry Bay. At what point in the construction work does replenishment of sand occur? Currently the beach has little sand mostly gravel which is not pleasant to sit on or walk across. Regards [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Resident of Lowry Bay	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for getting in touch with the Tupua Horo Nuku Project, and Merry Christmas to you and your whānau. This side of Christmas, our focus in Whiorau Lowry Bay has been to complete as much of the seawall and shared path as possible to ensure the beach is accessible for public use. Throughout December, we carried out multiple clean-up sweeps of the beach to the best of our ability, including the removal of larger material that may be undesirable for beachgoers. Early next year, scheduling of beach nourishment will be assessed, so it is likely that you will receive an update on the programme of works at the February ECB board meeting, and through our monthly newsletters. I hope this information is helpful, Diana. Let me know if you have any other questions. Ngā mihi, The Tupua Horo Nuku Project.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Dear Eastern Bays Path Team, I am writing on behalf of Chris Bishop, MP for Hutt South, regarding concerns raised by a constituent about access onto the Eastern Bays shared path at the Pt Howard end. While the shared path itself is nearing completion, access onto it at Pt Howard (near the Seaview wharf corner) is regularly blocked by vehicles parking in areas marked with old and faded parking lines. Temporary measures, such as cones, have not been effective, and similar access issues have also been noted on the Seaview side of the rock where outdated parking spaces remain. The constituent understands that Tupua Horo Nuku is responsible for the construction of the shared path, while Hutt City Council is responsible for the adjoining road reserve and access points. The access issue has been raised previously with Tupua Horo Nuku and Council, however no permanent solution appears to have been implemented to date. Chris would appreciate clarification on: Which team or department is responsible for addressing access onto the path at Pt Howard What steps are planned to resolve the blocked access points, and expected timeframes The constituent has also noted a lack of rubbish bins at nearby bus stops and along the beach, as well as the absence of clear "no dogs" signage at Pt Howard, which may have implications for protected birdlife in the area. Chris would be grateful for any information you can provide on how these matters are being addressed. Kind regards, [REDACTED UNDER S7(2)(A) OF THE LGOIMA] MP Support Advisor	Good morning, Thank you for your email on behalf of Hon. Chris Bishop MP regarding access onto the Eastern Bays shared path at the Pt Howard end, as well as the additional concerns raised. Pt Howard is currently the focus of a number of overlapping infrastructure and construction activities involving several parties. These include: Tupua Horo Nuku / Hutt City Council works associated with the delivery of the shared path The installation of a new fuel line by Z Energy Previous wharf strengthening works undertaken by CentrePort Hutt City Council and CentrePort are working in partnership in this area to ensure the safe and coordinated completion of all remaining works. At this stage, construction in the Pt Howard access area cannot be fully completed until the fuel line installation is finished, construction access can be removed, and reinstatement for this location is jointly delivered as part of the broader site demobilisation process. With respect to the constituent's concerns regarding vehicle parking blocking access points, this issue has been noted by the project teams. Temporary cordoning measures have been implemented; however, it is recognised that cones alone have not been sufficient, as they are sometimes moved to enable parking. To address this immediately, CentrePort will be instructing the installation of more semi-permanent traffic delineators ("hit sticks") that cannot be easily moved. This will prevent vehicles from parking in these access areas until the final works and reinstatement are complete. In relation to rubbish bins, Hutt City Council will be installing bins at bus stops along the Tupua Horo Nuku project corridor. These are expected to be in place by approximately the middle of this year. Additionally, the Council team responsible for implementing the dog bylaw will be installing further signage in the Pt Howard area to better emphasise the applicable dog access rules and support protection of local birdlife. We appreciate the concerns raised and the opportunity to clarify responsibilities and next steps. Please be assured that the relevant project partners are actively working to resolve these matters as part of the remaining completion activities at Pt Howard. Thank you - The Tupua Horo Nuku Project.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]

Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Hi, Can you please explain why there is no further work being done in Days Bay, where there is need for a sea wall and path at the northern end particularly? Thanks [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Investigations on the connection between Sunshine Bay and Days Bay are underway, however, it sits outside of the Tupua Horo Nuku project and would be delivered by Council - anything will be dependant on funding and Council approval. Ngā mihi, Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	To whom it may concern, We are feeling a bit left out here in Sorrento Bay as we are the only bay without a bench. Can we please have one. Warm regards, [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], A bench is outside the scope of the project, however, we'll talk with our teams at Council to see if it's something we can look into adding - we don't want you feeling left out! ☺ Ngā mihi, Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia Ora As a resident of Lowry Bay we have been shocked and dismayed at the loss of the Lowry Bay beach front with the development of the Seawall and path installation. While we expected some loss we had assumed there would be some beach rejuvenation happening as in other bays. Is this still to happen? Wondering what the timeline for this is if happening ? And if not what is feeling locally about this. Certainly discussion around the community has been one of shock and disappointment. Looking forward to your response. Ngā mihi [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Sent from my iPhone	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Beach nourishment is still due to happen at Whiorau Lowry Bay. It's now likely to be completed in the middle of the year (post completion of the path). Ngā mihi, Hutt City Council and the Tupua Horo Nuku Project Team		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora, I wonder if it's possible to speak with someone about the cycle way/walkway maintenance and cleaning and parking? Would be lovely to meet face to face, but phone would also work. Many thanks, [REDACTED UNDER S7(2)(A) OF THE LGOIMA] Eastbourne	Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Apologies for the late reply. Path upkeep and cleaning will fall under the general works of the Maintenance Team at Hutt City Council. If you are interested in discussing the maintenance plan of the pathway further, we may be able to facilitate a meeting or phone call with one of our team members. Can you please provide your contact details, and we will look to get in touch. Thank you and have a nice day, Hutt City Council and the Tupua Horo Nuku Project Team Kia ora, [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for making contact.		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]
Date not recorded	[REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Kia ora koutou Its wonderful to have access to the south end of Lowry Bay beach again with the steps in place there now. When will they be completed please? Boxing for the bottom step was added a couple of weeks ago but seems to have been forgotten. In the meantime it is full of water, which makes it difficult to use. Also, when will the beach be nourished? We were told February. Ngā mihi [REDACTED UNDER S7(2)(A) OF THE LGOIMA] FOLLOW UP QUERY Kia ora Its great to see the steps to the Lowry Bay beach finally open today! Not so great is picking up two of the black plastic spacers (used between the wooden edge barriers) from the beach. These are presumably supposed to be temporary and removed after the wood is secured. But they never seem to be. They either end up in the sea or wedged between the wooden barriers when they get wet and swell. This is a lot of plastic ending up in the marine environment. Can someone look into this please? Many thanks for the great mahi. [REDACTED UNDER S7(2)(A) OF THE LGOIMA]	Construction in Whiorau Lowry Bay is nearly complete, although areas such as the beach access stairs opposite Taumarau Avenue are still under construction. We will be completing the bottom step and handrails in the coming weeks, so for now, please refrain from using this step for your own safety. We will be temporarily blocking this off to prevent injuries, and will reopen once it is safe to use. Regarding beach nourishment, the Alliance has submitted the management plan for these works to the Regulatory Authorities and is currently discussing construction details with Hutt City Council. Under the outlined consent conditions required for this work, this activity must be completed in winter to ensure risk to the seagrass habitat is mitigated as much as possible. Thank you, [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Hutt City Council and the Tupua Horo Nuku Project. FOLLOW UP RESPONSE Kia ora [REDACTED UNDER S7(2)(A) OF THE LGOIMA], Thank you for your message. I have confirmed with our Zone Manager that our team will carry out an intensive sweep of the beach area today. We also discussed that this will be a regular activity over the coming weeks as we close out work in Whiorau Lowry Bay and wider project works. Apologies for the dislodged material. We will monitor this closely so it does not recur. Ngā mihi,		[REDACTED UNDER S7(2)(A) OF THE LGOIMA]