

7 December 2022

Craig Tweedie

s 7(2)(a)

Tēnā koe Craig

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

We refer to your official information request dated 9 November 2022, as follows:

*I am writing to request information relating to the naming of streets in the HCC catchment in Maori.*

*In particular two recent namings:*

*Te Ara O Te Amo Hohipene and Te Ara O Ripeka Wharawhara.*

*Can you please supply all HCC Policy, meeting minutes and correspondence around the decision making process including but not limited to who specifically recommended those names and who approved them.*

*Can you also please provide information as to the literal meanings of these street names.*

We understand that the Chairperson for Palmerston North Māori Reserve Trust suggested the Petone street names *Te Ara O Te Amo Hohipene and Te Ara O Ripeka Wharawhara*, in consultation with Hutt City Council's Deputy Major Tui Lewis.

These two street names were chosen to acknowledge Rīpeka Wharawhara Love and her mother, Te Amo Hōhipene Love (nee Ngātata). Rīpeka Wharawhara Love and Te Amo Hōhipene Love are significant historical figures in this area of Petone, as well as being whakapapa to several leading families of Te Āti Awa Taranaki Whānui. Very simply, these street names translate to Te Amo Hōhipene Street (court) and Rīpeka Wharawhara Street (lane).

The original street naming suggestions provided by the developer (ie. Player, Tobacco, and Wills) were considered inappropriate because of their strong association with tobacco smoking. The Imperial Tobacco Company factory was, until recently, located in this vicinity.

The information you have requested is enclosed, including the Hutt City Council's Naming Policy document for 2021-2031, the Minutes of the Petone Community Board meeting of 11 April 2022 and an internal email reporting the Petone Community Board's decision.

To provide you with extra context, Hutt City Council does not have the authority to name certain types of places or features in the city. In particular, the New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa (NZGB) is responsible for the official naming and renaming of settlements, such as suburbs and localities and geographic features. Council may make proposals to the NZGB to name or rename places or features, and in these situations will use the process and criteria in this policy as well as taking account of NZGB naming policies, principles, and guidelines.

In addition, Council does not have formal decision-making authority for the naming of buildings (unless they are Council facilities), tracks that are outside of the Council's control (such as those under the jurisdiction of the Department of Conservation), or where local communities are best-placed to determine appropriate names.

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 [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or freephone 0800 802 602.

Please note that this letter may be published on the Council's website.

Nāku noa, nā



Susan Sales

**Senior Advisor, Official Information and Privacy**

# KAUPAPA HERE TAPANGA



## NAMING POLICY 2021 - 2031

Division	Strategy and Planning
Date created	May 2022
Publication date	May 2022
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Owner	Kiri Waldegrave
Approved by	Jarred Griffiths

Version	Author	Date	Description
V 1.0	Wendy Moore	May 2022	Approved by Council.
V 2.0	Name	DD/MM/YYYY	Reviewed.

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## 1. INTRODUCTION

Making sure that we have appropriate names for features such as roads, parks and buildings is vital to protect and enhance the character and heritage of Te Awa Kairangi ki Tai, and illustrate its unique identity.

Names help us identify precisely where places are located, which is vital for emergency and other services. They connect us to the land and local environment, and reflect and acknowledge the culture and history associated with local areas of the city.

This policy was developed in partnership with Mana Whenua and replaces the 2018 – 2023 policy agreed by Council in March 2018.

## 2. MANA WHENUA PARTNERSHIP

Hutt City Council recognises the critical value that a strong partnership with Mana Whenua brings to building a city where everyone thrives and together we are creating a framework for effective participation and shared decision-making. Working with Taranaki Whānui ki Te Upoko o Te Ika a Māui (Port Nicholson Block Settlement) Trust, Te Rūnanga o Toa Rangatira, Wellington Tenths Trust, Palmerston North Māori Reserve Trust, and Te Rūnanganui o Te Āti Awa ki Te Upoko o Te Ika a Māui, we will meaningfully embrace and incorporate Te Ao Māori (the Māori worldview) in our policies and practices, be aware and responsive to Māori needs and aspirations, and fulfil our obligations under the principles of Te Tiriti.

The names of roads, open spaces, and locally significant sites and areas in Te Awa Kairangi ki Tai are important to Māori and a key matter on which Council and Mana Whenua will work together.

## 3. PURPOSE

This policy sets out a clear process for deciding the official names of roads, open spaces, Council facilities (including Council buildings and parts of buildings/facilities, and rooms in Council buildings), suburbs, localities and sub-divisions/developments in Te Awa Kairangi ki Tai Lower Hutt. The policy:

- reflects the importance of Council's relationship and Memoranda of Partnership with Mana Whenua;
- prioritises the use of Te Reo Māori names;
- ensures that the process of determining appropriate names takes account of the views of Mana Whenua, interested parties, and communities;
- ensures that names are appropriate, and provide ease of identification for the Council, public, and key services (such as emergency, postal, and courier services);
- ensures that names reflect the city's unique identity, culture and environment, and help tell stories about its history, geography, and heritage; and

- applies a consistent and transparent best practice approach, for accurate and efficient administration and communication.

## 4. SCOPE

The policy applies to the naming and renaming of roads, open spaces, Council facilities (including buildings and parts of buildings/facilities, and rooms in Council buildings), suburbs, localities, and subdivisions/developments in Te Awa Kairangi ki Tai Lower Hutt. It also applies to places that need a name identified within an official address. This includes private right-of-ways, state highways, service lanes, pedestrian access-ways, wharves, and courtyards.

Hutt City Council does not have the authority to name certain types of places or features in the city. In particular, the New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa (NZGB) is responsible for the official naming and renaming of settlements, such as suburbs and localities and geographic features. Council may make proposals to the NZGB to name or rename places or features, and in these situations will use the process and criteria in this policy as well as taking account of NZGB naming policies, principles, and guidelines.

Council does not have formal decision-making authority for the naming of buildings except for Council facilities, some tracks (those outside of the Council's control, such as those under the jurisdiction of the Department of Conservation, or where local communities are best-placed to determine appropriate names), or subdivisions.

In terms of rooms in Council buildings officers will work with Mana Whenua to determine when names are needed and will recommend names in-line with the criteria in this policy.

## 5. PROCESS

The view of Mana Whenua underpins the process for naming areas in Te Awa Kairangi ki Tai Lower Hutt.

### *a. Mana Whenua engagement*

When deciding the official names of roads, open spaces, Council facilities (including Council buildings and parts of buildings/facilities), suburbs, localities and sub-divisions/developments, Council will first engage with Mana Whenua to discuss the significance of the area and appropriate naming options. (See Appendix 1 for process overview)

There are several mechanisms through which Mana Whenua and Council will consider naming or renaming areas. A register of suitable names that can be used has been developed with Mana Whenua and accompanies this policy.

- i. All developments that Council is aware of will be provided to the Port Nicholson Block Settlement Trust Naming Committee which will then provide names and descriptions for the places / roads.

- ii. The mechanism through which Ngāti Toa and Council will work to name areas will be identified here.

In situations where community organisations or others identify the opportunity or need to name roads, open spaces, Council facilities or other places and features, Council officers will use the above channels to engage with Mana Whenua on the proposals.

*b. Naming proposal*

Council officers will assess proposed names using the criteria in Table 1 and make recommendations to Council’s Infrastructure and Regulatory Committee. Community Boards will use the process and criteria to assess proposals to name or rename roads, local parks, reserves, or sports grounds in the community board area. Proposals will also need to be in-line with the guidelines in table 2.

A proposal to name or re-name an area must be supported by an assessment of the extent to which proposed names meet the policy criteria, including considering the relative importance of different criteria in situations where more than one name is proposed, and/or where there are conflicting views about the appropriateness of a proposal.

Council’s intention is to increase the proportion of Te Reo names over time. Where there are two or more potential names that are broadly level when assessed against the criteria, preference will be given to Te Reo names. Where Te Reo Māori street names are adopted these must have the appropriate Te Reo Māori road type. Names in Te Reo will use macrons rather than double vowels.

The priority order and criteria for the naming or renaming of roads, right of way, Council facility, open space, or suburb or locality is shown in Table 1. Any proposed name must meet one or more of the criteria. Dual names (Te Reo/English) are supported. In situations where dual names are used, the Te Reo Māori name will appear first on the sign.

**Table 1: Criteria**

<b>Priority</b>	<b>Criteria</b>
<b>First</b>	<ul style="list-style-type: none"> <li>• An appropriate Te Reo Māori name</li> </ul>
<b>Second</b>	<ul style="list-style-type: none"> <li>• Where an appropriate name is already in common use.</li> <li>• Telling a story about the history of the feature, by acknowledging people and ensuring that women and under-represented groups are acknowledged. Te Reo names are encouraged where appropriate.</li> <li>• Where a specific theme is associated with a location and is considered to be appropriate for new names.</li> </ul>
<b>Third</b>	<ul style="list-style-type: none"> <li>• Reflects the local landscape, topographical features, or flora/fauna. The preference is for appropriate Te Reo names to be used</li> <li>• Aligns with adjacent street/suburb/open space names, e.g. naming a new reserve the same as a nearby road.</li> </ul>

In terms of Tupuna or ancestral names, these must be supported by Mana Whenua and or the direct descendants of the ancestor. If there is disagreement between the whānau or Mana Whenua on the use of an ancestral name then the name will not be used.

Names will generally be applied to entire properties or entire Certificates of Title.

The assessment of names should also follow the Land Information New Zealand guidance and the Rural and Urban Addressing Standard in relation to not duplicating existing names in Te Awa Kairangi ki Tai or the wider region, and being easily understood, pronounced, and spelt.<sup>1</sup> It is accepted that names become familiar and easy to use within a community over time, despite appearing to be complex initially.

### *c. Engagement*

Developing the proposals to Council may require targeted engagement with some or all of the following:

- Local community groups
- Local historians
- Community Boards
- Greater Wellington Regional Council and other neighbouring councils in the region, to check whether proposed names are used or proposed elsewhere in the region
- Members of the public directly affected e.g. by road naming or re-naming, including where appropriate, affected property owners, businesses, and tenants
- If a proposed name relates to a specific person, that person or the family of that person (if deceased) should be consulted where practical.

## **6. REVISING EXISTING NAMES**

The process in this policy applies in situations where it is appropriate to consider revising an existing name. This could be as a result of engagement with Mana Whenua about renaming, including proposing dual names, of roads, open spaces, or Council facilities.<sup>2</sup>

### *Renaming existing public and private roads*

Changing a road name can be disruptive for residents and businesses, and may create confusion for emergency and other services. However there will be circumstances when changing a road name will be considered, including where:

- Mana Whenua propose that a name should be changed and there is a compelling rationale to support the adoption of a Te Reo name
- the existing name is duplicated elsewhere

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<sup>1</sup> [https://www.linz.govt.nz/system/files\\_force/media/doc/guidelines\\_for\\_addressing\\_in-fill\\_developments\\_2019\\_0.pdf?download=1](https://www.linz.govt.nz/system/files_force/media/doc/guidelines_for_addressing_in-fill_developments_2019_0.pdf?download=1) AS/NZS 4819:2011  
<https://www.linz.govt.nz/regulatory/property-addressing/addressing-standards-and-guidelines>

<sup>2</sup> NZGB guidelines for new/alternative names



- there has been a change in layout
- the Council is requested to do so by emergency services
- the name has been incorrectly spelled
- two or more roads follow each other and it is not clear where the road changes its name
- the road is commonly known by a different name
- there are issues of cultural sensitivity
- there is demonstrated community desire
- where there is significant public benefit in making the change e.g. especially for emergency services

Council will not necessarily rename an existing road even where one or more of the above reasons apply.

#### *Renaming of open spaces/“gifted” names*

The Council will not generally consider renaming open spaces, with the exception of introducing dual names following engagement with Mana Whenua. In these situations, gifted Te Reo names reflecting the history and/or characteristics of the feature/open space will be welcome, following appropriate engagement with interested parties such as local residents or the family of the person honoured by the existing name.

In some situations, the Council will need to seek approval from a national authority before confirming a change of name e.g. Parliament for name changes to sites that have their own Act of Parliament.

## 7. DEFINITIONS

For the purposes of this policy, a “road” has the meaning in section 315 of the Local Government Act 1974, which includes access ways and service lanes and any square or place generally intended for the use of the public. The processes for naming of roads should be undertaken whenever:

- a new subdivision is proposed that creates new roads or access-ways
- a road is created by a process such as a gazette notice
- a request is received to name a new or currently unnamed road
- multiple addresses are needed off an unnamed access-way.

For the purposes of this policy, ‘open spaces’ are all parks and reserves administered by Hutt City Council. The Council may obtain open space in the following ways:

- Purchase by the Council;
- Transfer from another use, for example from landfill to recreation use;
- Vesting in the Council by another agency; or
- Gifting to Council, in which case the name of the donor may be recognised.

Land is also often vested in the Council as reserve as part of subdivisions and reserves agreements.

The naming of features within Council open spaces, such as Council facilities, items of remembrance, and pathways and trails, will be subject to considerations relevant to those

particular features including the potential granting of naming rights or sponsorship arrangements. Where a particular feature is on reserve land, naming should also be consistent with the Reserves Act.

### Road types

Road Type	Abbrev	Description	Available For:		
			Open-ended	Cul-de-sac	Pedestrian only
Alley	Aly	Usually narrow roadway in a city or town.	√	√	
Ara	Ara	Roadway	√	√	√
Arcade	Arc	Covered walkway with shops along the sides.			√
Circle	Cir	Roadway that generally forms a circle; or a short enclosed roadway bounded by a circle.	√	√	
Close	Cl	Short enclosed roadway.		√	
Court	Crt	Short enclosed roadway, usually surrounded by buildings.		√	
Crescent	Cres	Crescent shaped roadway, especially where both ends join the same thoroughfare.	√		
Glade	Gld	Roadway usually in a valley of trees.	√	√	
Green	Grn	Roadway often leading to a grassed public recreation area.		√	
Grove	Grv	Roadway that features a group of trees standing together.		√	
Lane	Lane	Narrow roadway between walls, buildings or a narrow country roadway.	√	√	√
Loop	Loop	Roadway that diverges from and rejoins the main thoroughfare.	√		
Mews	Mews	Roadway in a group of houses.		√	
Place	Pl	Short, sometimes narrow, enclosed roadway.		√	
Quay	Qy	Roadway alongside or projecting into water.	√	√	
Rise	Rise	Roadway going to a higher place or position.	√	√	
Road	Rd	Open roadway primarily for vehicles.	√		

Road Type	Abbrev	Description	Available For:		
			Open-ended	Cul-de-sac	Pedestrian only
Square	Sq	Roadway which forms a square shape, or an area of roadway bounded by four sides.	✓	✓	
Steps	Stps	Walkway			✓
Street	St	Public roadway in an urban area, especially where paved and with footpaths and buildings along one or both sides.	✓		
Te Ara	Te Ara	Roadway	✓	✓	✓
Terrace	Tce	Roadway on a hilly area that is mainly flat.	✓	✓	
Track	Trk	Walkway in natural setting.			✓
Walk	Walk	Thoroughfare for pedestrians.			✓
Way	Way	Short enclosed roadway.		✓	✓
Wharf	Whrf	A roadway on a wharf or pier.	✓	✓	✓

## Te Awa Kairangi ki Tai is the Te Reo Māori name for Lower Hutt

### *Te Awa Kairangi*

The tale of Māui and his fish and subsequent the arrival of Te Kāhui Mouna (the mountain clan) to the summit of Pukeatua, heralds the appearance of two of the Wellington harbour's most famous inhabitants. Once a lake, known as Te Wai Maanga, the reformation of these waters and aspects of the surrounding landscape is attributed to the story of Ngake and Whātaimai. Most notably for the Hutt Valley, the force released from the tail of the guardian, Ngake, as it propelled itself from the northern shores to forge a pathway through the southern edge of the lake, created what we now know to be Te Awa Kairangi, the Hutt River.

Te Awa Kairangi is the oldest name for the Hutt River, attributed to first Polynesian explorer to come to this area, Kupe, and it is indicative of the importance of this waterway to Māori. This name is said to be transference of a geographic name in Hawaiki. The term 'kairangi' is used to describe anything that is held in high esteem and, as such, Te Awa Kairangi was a significant freshwater fishery for all Māori of this region, abundant with species such as pātiki (flounder), kanae (mullet), piharau (lamprey), kōkopu (giant and banded bully fish), īnanga (whitebait), ngaore (smelt), and long-finned tuna (eel) being abundant.

According to Land Information New Zealand, Te Awa Kairangi / Hutt River has been the official name for the entire stretch of the river (exclusive of the Western Hutt River and the Eastern Hutt River) flowing from the Hutt Forks to Wellington Harbour since 2011.

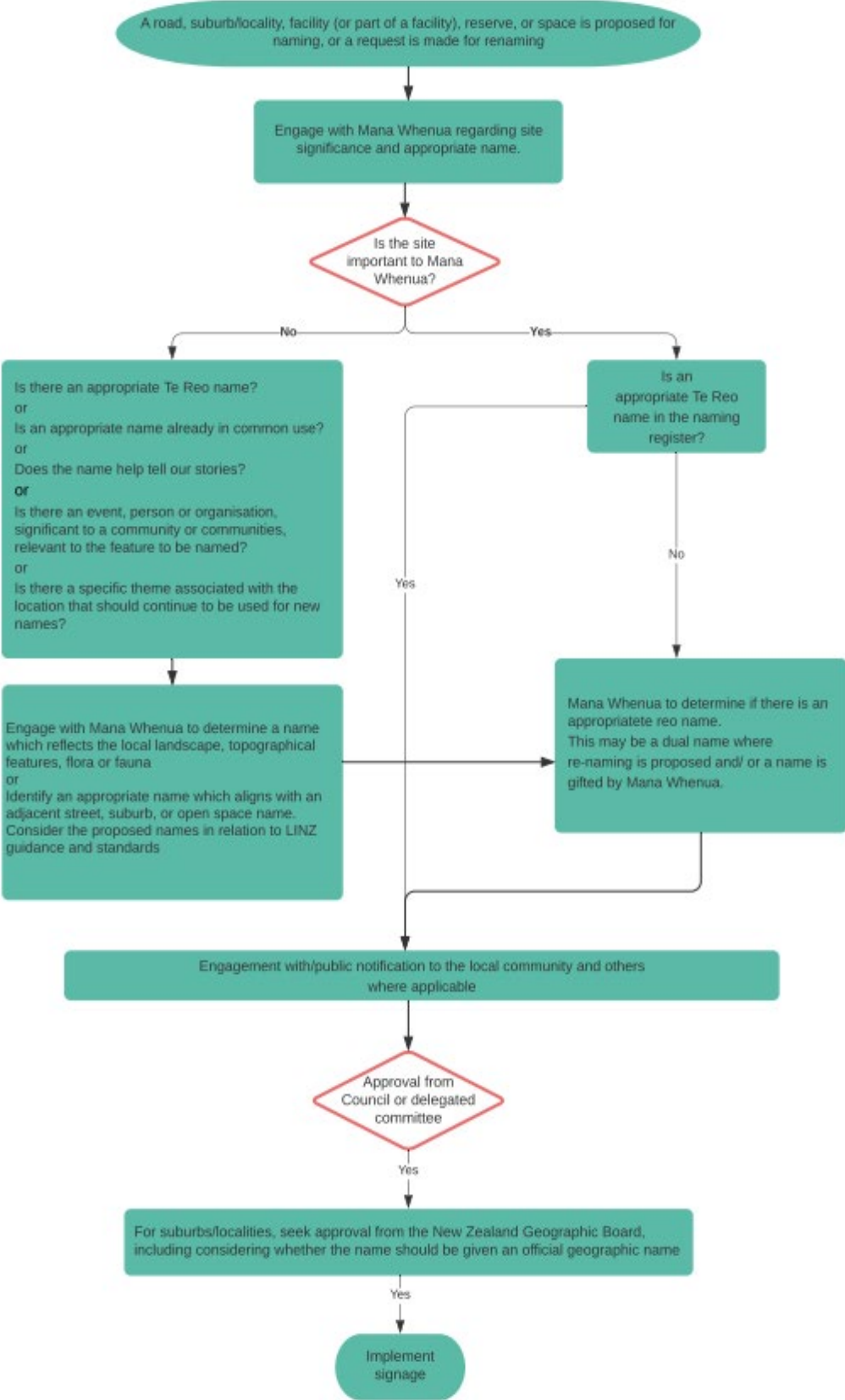
### *Te Awa Kairangi ki Tai and Te Awa Kairangi ki Uta*

Just as Lower Hutt is linked with Upper Hutt through the connection of their names to Sir William Hutt, chairman of the New Zealand Company which led much of the British settlement from 1839, these two regions are also linked by our river, Te Awa Kairangi. Te Awa Kairangi fits our narrative the best, as one that is teeming with life and possibility, as well as acknowledging our surroundings and the beautiful vista upon which the cities are set. The river unites us.

In order to distinguish these two regions from each other in te reo Māori, we add the location word 'Tai' or 'Uta', preceded by the particle 'ki'. 'Tai', by definition, locates anything that is near the coast or sea. 'Uta', locates anything that is inland, from a coastal perspective, or at the interior of a country or island.

The addition of these locational particles to Te Awa Kairangi, to specifically locate an area within a broader geographical region, is a commonly accepted practice in Te Ao Māori and conforms to Māori grammatical conventions.

# 8. PROCESS OVERVIEW DIAGRAM





## POARI HAPORI O PITO-ONE PETONE COMMUNITY BOARD

13 June 2022

Order Paper for the meeting to be held in the  
**Petone Library, 7 Britannia Street, Petone,**  
on:

**Monday 20 June 2022 commencing at 6.30pm**

Meetings are held under the Orange Traffic Light setting.

### **Membership**

Pam Hanna (Chair)  
Mike Henderson  
Alex Voutratzis  
Deputy Mayor Tui Lewis

Mike Fisher (Deputy Chair)  
Matt Roberts  
Karen Yung

For the dates and times of Council Meetings please visit [www.huttcity.govt.nz](http://www.huttcity.govt.nz)

## COMMUNITY BOARDS – FUNCTIONS AND DELEGATIONS



This document records the delegation of Council functions, responsibilities, duties, and powers to Community Boards.

The Community Boards have been established under section 49 of the Local Government Act 2002 to represent, and act as an advocate for, the interests of their community.

The delegations are expressed in general terms. The delegations shall be exercised with proper regard for the Council's strategic direction, policies, plans, Standing Orders and its interpretation of its statutory obligations. The delegations are to be read together with the following propositions.

These delegations are based on the following principles:

- Issues relevant to a specific community should be decided as closely as possible to that community. Where an issue has city-wide implications, ie any effects of the decision cross a ward or community boundary or have consequences for the city as a whole, the matter will be decided by Council after seeking a recommendation from the relevant Community Board or (any ambiguity around the interpretation of "city-wide" will be determined by the Mayor and Chief Executive in consultation with the relevant Chair);
- Efficient decision-making should be paramount;
- Conflicts of interest should be avoided and risks minimised;
- To ensure processes are free from bias and pre-determination Community Boards should not adjudicate on issues on which they have advocated or wish to advocate to Council;
- Community Boards should proactively and constructively engage with residents on local matters that affect the community they represent and raise with Council issues raised with them by their community and advocate on behalf of their community.

These delegations:

- (a) do not delegate any function, duty or power which a statute (for example section 53(3) and clause 32(1) of Schedule 7 of the Local Government Act 2002) prohibits from being delegated;
- (b) are subject to and do not affect any delegation which the Council has already made or subsequently makes to any other committee, Council officer or other member of staff;
- (c) are subject to any other statutory requirements that may apply to a particular delegation;
- (d) are subject to any notice issued by the Council, from time to time, to a Community Board that a particular issue must be referred to Council for decision;
- (e) reflect that decisions with significant financial implications should be made by Council (or a committee with delegated authority);
- (f) promote centralisation of those functions where the appropriate expertise must be ensured; and
- (g) reflect that all statutory and legal requirements must be met.

## DELEGATIONS

### Decide:

- Naming new roads and alterations to street names (in the Community Board's area) within the provisions of Council's Kaupapa Here Tapanga - Naming Policy 2022-2027.
- Official naming of parks, reserves and sports grounds within the provisions of Council's Kaupapa Here Tapanga - Naming Policy 2022-2027. Note <sup>1</sup>
- Removal and/or planting of street trees within the provisions of Council's Operational Guide for Urban Forest Plan. Note <sup>2</sup>
- The granting of leases and licences in terms of Council policy to voluntary organisations for Council owned properties in their local area, for example, halls, but not including the granting of leases and licences to community houses and centres.
- The granting of rights-of-way and other easements over local purpose reserves and granting of leases or licences on local purpose reserves.
- The granting of leases and licences for new activities in terms of Council policy to community and commercial organisations over recreation reserves subject to the provisions of the Reserves Act 1977 and land managed as reserve subject to the provisions of the Local Government 2002, in their local area. (Note: renewal of existing leases and licences will be reported once a year to Council's City Development Committee).
- The allocation of funding from the Community Engagement Fund in accordance with Council's adopted guidelines.
- Expenditure of funds allocated by the Council to the Board from the Miscellaneous Budget to cover expenditure associated with the activities of the Board. The Chair to approve expenditure, in consultation with the Board, and forward appropriate documentation to the Committee Advisor for authorisation. Boards must not exceed their annual expenditure from the Miscellaneous Budget.
- The allocation of funding for the training and development of Community Board or members, including formal training courses, attendance at seminars or attendance at relevant conferences.

### CONSIDER AND MAKE RECOMMENDATIONS TO COUNCIL ON:

- Particular issues notified from time to time by Council to the Community Board.
- Roading issues considered by the Mayor and Chief Executive to be strategic due to their significance on a city-wide basis, including links to the State Highway, or where their effects cross ward or community boundaries.

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<sup>1</sup> This excludes sites that are considered high profile, significant on a city-wide basis due to their size and location, or where the site crosses ward or community boundaries.

<sup>2</sup> The Operational Guide for Urban Forest Plan is available from Council's Parks and Gardens Division.



- Parks, reserves and sports ground naming for sites that have a high profile, city-wide importance due to their size and location and/or cross ward or community boundaries.
- Representatives to any Council committee, subcommittee, subordinate decision-making body, working group, or ad hoc group on which a Community Board representative is required by Council.
- The setting, amending or revoking of speed limits in accordance with the *Hutt City Council Bylaw 2005 Speed Limits*, including the hearing of any submissions.

## **GENERAL FUNCTIONS**

### **Provide their local community's input on:**

- Council's Long Term Plan and/or Annual Plan.
- Council's policies, programmes (including the District Roding Programme) and bylaws.
- Changes or variations to the District Plan.
- Resource management issues which it believes are relevant to its local community, through advocacy.
- The disposal or acquisition of significant assets.
- Road safety including road safety education within its area.
- Any other issues a Board believes is relevant to its local area.
- Review Local Community Plans as required.

Reports may be prepared by the Board and presented to Council Committees, along with an officer's recommendation, for consideration.

Any submissions lodged by a Board or Committee require formal endorsement by way of resolution.

### **Co-ordinate with Council staff:**

- Local community consultation on city-wide issues on which the Council has called for consultation.

### **Maintain:**

- An overview of roadworks, water supply, sewerage, stormwater drainage, waste management and traffic management for its local area.
- An overview of parks, recreational facilities and community activities within its local area.

### **Develop:**

- Community Response Plans in close consultation with the Wellington Region Emergency Management Office, emergency organisations, the community, residents' associations, other community groups, and local businesses. The Community Response Plans will be reviewed on an annual basis.

### **Grant:**

- Local community awards.

**Promote:**

- Recreational facilities and opportunities in its area with a view to ensure maximum usage.
- Arts and crafts in its area.

**Appoint:**

- A liaison member or, where appropriate, representatives to ad hoc bodies, which are involved in community activities within the Board's area, on which a community representative is sought.

**Endorse:**

- Amendments to the Eastbourne Community Trust Deed (Eastbourne Community Board only).

# APPENDIX 1 – COMMUNITY ENGAGEMENT FUND

## CRITERIA

The fund is for local activities and events that directly benefit the local community.

To be eligible for funding the organisation must be a charitable trust or an incorporated society and the activity must take place within the Hutt.

Each of the city's seven wards receive funding according to the number of residents within its boundaries. For each resident there is an allocation of 40 cents.

The ward allocations are listed below:

<b>Ward</b>	<b>Amount</b>
Eastbourne	\$2,366
Petone	\$6,250
Wainuiomata	\$8,607
Central	\$9,320
Eastern	\$8,461
Northern	\$7,644
Western	\$6,201

Applications must support the Local Community Plan, if there is one, and also core Council business as identified in the Long Term Plan.

## Decisions

Each Community Board decides the funding applications within its area. Boards are free to distribute their funding in a single large allocation or spread it over a number of smaller ones.

## What can be funded

- purchase of office equipment
- food and catering costs
- community festivals
- youth group events and projects run by the elderly or citizens associations
- art projects that are not part of the core curriculum
- advertising, promotion costs

## What won't be funded

Activities that:

- promote an organisation's religious, ethical, commercial or political views
- involve buying land or buildings or carrying out maintenance on buildings
- duplicate services that are already covered by Council or by government agencies eg, health or education providers
- have already begun or have already finished
- involve the redistribution of funds to others at the applicant's discretion
- involve fundraising or legal costs
- involve capital investments or trust funds

- go towards prize money
- are operational costs eg, salaries, wages, rent, power

### **Funding rules**

Successful applicants must:

- use funds only for the approved purpose and in accordance with any terms and conditions set by Council
- use funds by June 30 of the following year
- let Council's funding officer know immediately if any difficulty or potential difficulty arises that may compromise the service or project
- lay a complaint with Police if any funds are stolen or misappropriated, and then notify Council
- allow Council to audit the use of the funds should it wish to do so
- recognise Council's support in all publicity material, annual reports and similar publications
- complete an Accountability Report no later than six weeks after completing the project. This should outline how the funds were used and how the community benefited
- make a presentation to the funding group showing how the event met its objectives.

Council's Community Funding Advisor is available to support and assist community groups when making applications through the Council's online grants system.

**HUTT CITY COUNCIL**

**POARI HAPORI O PITO-ONE | PETONE COMMUNITY BOARD**

Meeting to be held in the Petone Library, 7 Britannia Street, Petone on  
Monday 20 June 2022 commencing at 6.30pm.

**ORDER PAPER**

**PUBLIC BUSINESS**

**1. HE MIHI (22/1226)**

Aio ki te Aorangi  
Aroha ki te Aorangi  
Koa ki te Aorangi  
Pono ki te Aorangi

Peace to the universe  
Love to the universe  
Joy to the universe  
Truth to the universe

*Nā Rangimarie Rose Pere*

**2. APOLOGIES**

**3. PUBLIC COMMENT**

Generally up to 30 minutes is set aside for public comment (three minutes per speaker). Speakers may be asked questions on the matters they raise.

**4. MAYOR'S STATEMENT (22/1337)**

Verbal address by Mayor Barry

**5. PRESENTATIONS**

**a) Presentation by Local Councillor from Greater Wellington Regional Council (22/1229)**

Verbal presentation by Cr van Lier, Greater Wellington Regional Council

**b) Presentation by representatives of CentrePort and Z Energy (22/1280)**

Verbal presentation on the Seaview Energy Resilience Project

**c) Presentation by the Jackson Street Programme (22/1227)**

Verbal presentation by Hellen Swales, Coordinator of the Jackson Street Programme

6. **CONFLICT OF INTEREST DECLARATIONS**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

7. **MINUTES**

Meeting minutes Petone Community Board, 11 April 2022 10

8. **REPORTS REFERRED FOR BOARD INPUT BEFORE BEING CONSIDERED BY SUBCOMMITTEE OF COUNCIL**

**Route 150 Bus Stop Configuration Part 2 (22/1355)**

Report No. PCB2022/3/117 by the Traffic Engineering Manager 17

9. **PETONE COMMUNITY BOARD COMMUNITY ENGAGEMENT FUND - ROUND 2 - 2021-2022 (22/1331)**

Report No. PCB2022/3/106 by the Community Advisor Funding and Community Contracts 24

10. **SUBMISSION ON GOVERNMENT MANDATED CHANGES TO BUILDING HEIGHT AND DENSITY IN LOWER HUTT (22/1281)**

Memorandum dated 27 May 2022 by the Senior Democracy Advisor 27

11. **SUBMISSION ON HUTT CITY COUNCIL'S INTEGRATED TRANSPORT STRATEGY (22/1283)**

Memorandum dated 27 May 2022 by the Senior Democracy Advisor 31

12. **DEMOCRACY ADVISOR'S REPORT (22/1285)**

Report No. PCB2022/3/103 by the Senior Democracy Advisor 35

13. **CHAIR'S REPORT (22/1342)**

Report No. PCB2022/3/104 by the Chair, Petone Community Board 38

14. **INFORMATION ITEM**

**Petone Wharf rebuild update (22/1413)**

Report No. PCB2022/3/11 by the Head of Parks and Reserves 41

**15. QUESTIONS**

With reference to section 32 of Standing Orders, before putting a question a member shall endeavour to obtain the information. Questions shall be concise and in writing and handed to the Chair prior to the commencement of the meeting.

Kate Glanville  
**SENIOR DEMOCRACY ADVISOR**

HUTT CITY COUNCILPOARI HAPORI O PITO-ONE | PETONE COMMUNITY BOARD

Minutes of a meeting held via Zoom on  
Monday 11 April 2022 commencing at 6.30pm

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**PRESENT:**  
 (via audio visual)

Ms P Hanna (Chair)	Mr M Fisher (Deputy Chair)
Mr M Henderson	Mr M Roberts
Mr A Voutratzis	Ms K Yung
Deputy Mayor T Lewis	

**APOLOGIES:** There were no apologies.

**IN ATTENDANCE:**  
 (via audio visual)

Ms A Blackshaw, Director Neighbourhoods and Communities  
 Mr J Kingsbury, Head of Transport  
 Ms K Crandle, Head of Parks and Reserves  
 Mr B Hu, Traffic Engineering Manager  
 Mr R Soni, Traffic Engineer  
 Ms K Glanville, Senior Democracy Advisor  
 Ms H Clegg, Minute taker

PUBLIC BUSINESS1. **APOLOGIES**

There were no apologies.

2. **HE MIHI**

Aio ki te Aorangi	Peace to the universe
Aroha ki te Aorangi	Love to the universe
Koa ki te Aorangi	Joy to the universe
Pono ki te Aorangi	Truth to the universe

*Nā Rangimarie Rose Pere*

3. **PUBLIC COMMENT**

Comments are recorded under the item to which they relate.



#### 4. PRESENTATION

##### Presentation by the Jackson Street Programme

Ms Hellen Swales, Chair of the Jackson Street Programme (JSP) provided a verbal update for the meeting. She advised that:

- JSP had recently formed a partnership with Job Search and a 'Job Board' had been developed for the website. She said this enabled businesses to remain open during the COVID-19 situation. She added that if central government changed the Alert Level setting to Orange this would assist businesses;
- JSP had joined the Hospitality NZ May promotion – Eat, Drink, Play and was encouraging Jackson Street businesses to participate in activities in the final two weeks of May 2022;
- JSP was pleased to have been invited to discussions with council officers regarding mobility links between The Esplanade and Jackson Street;
- JSP was investigating employing a social media expert for 15 hours per week to increase the social media profile of Petone businesses; and
- JSP had hosted an event where MP Chris Luxon and MP Chris Bishop were guest speakers to discuss issues facing businesses today.

Ms Swales advised it was business as usual in the office with planning for the holiday programme and Anzac Day activities well in hand.

#### 5. CONFLICT OF INTEREST DECLARATIONS

There were no conflict of interest declarations.

#### 6. MINUTES

RESOLVED: (Ms Hanna/Ms Yung)

**Minute No. PCB 22201**

*"That the minutes of the meeting of the Petone Community Board held on Monday, 14 February 2022, be confirmed as a true and correct record subject to an amendment, that Item 5a) read: 'Greater Wellington Regional Councillors were not in attendance at the meeting'."*

7. **PROPOSED NEW PRIVATE STREET NAME: 124 RICHMOND STREET, PETONE**  
(22/621)

Report No. PCB2022/2/60 by the Traffic Engineer

The Traffic Engineer elaborated on the report.

The Chair advised that when using a Māori name of a person for a street name, the prefix “Te Ara o” should be placed in front of the name.

The Senior Democracy Advisor advised that the street naming process commenced under the previous Naming Policy and the process would continue under that policy. She noted the current Naming Policy was adopted by Council in March 2022.

Mr Fisher supported naming the first street after an historic Māori person and the second after the tobacco industry to commemorate the importance of the industry in developing early Petone.

Deputy Mayor Lewis supported the use of the names of historic Māori wahine. She did not support celebrating the former tobacco industry due to the extensive harm the industry had brought to society. She highlighted that Council had made a huge effort to make the city a smoke free environment.

MOVED: (Ms Hanna/Ms Yung)

That the Board:

- (1) notes and receives the report;
- (2) notes that the new private road (Road 1) will continue the use of the name ‘John Street’.
- (3) approves a new street name for new private road (Road 2) shown in Appendix 1 of the report, as “Te Ara o Rīpeka Wharawhara”;
- (4) approves a new street name for new private road (Road 3) shown in Appendix 1 of the report, as “Te Ara o Te Amo Hōhipene”;
- (5) approves a back-up name for the new private roads shown in Appendix 1 of the report, as “Te Ara o Tākiri Love”.

The Chair outlined the work with Mana Whenua that had been undertaken with Deputy Mayor Lewis. The work was to gather information and gain their support about the historic Māori wahine whose names had been suggested. She noted the Petone Historical Society also supported the proposed names.

Ms Yung supported the names from Mana Whenua which provided a history prior to the industrial era of Petone. She stated there was a lot of history to be told and rediscovered. She appreciated the efforts of everyone involved to bring the information of these suggested names of Māori wahine to light.

**RESOLVED:** (Ms Hanna/Ms Yung) **Minute No. PCB 22202**

*"That the Board:*

- (1) notes and receives the report;*
- (2) notes that the new private road (Road 1) will continue the use of the name 'John Street'.*
- (3) approves a new street name for new private road (Road 2) shown in Appendix 1 of the report, as "Te Ara o Rīpeka Wharawhara";*
- (4) approves a new street name for new private road (Road 3) shown in Appendix 1 of the report, as "Te Ara o Te Amo Hōhipene";*
- (5) approves a back-up name for the new private roads shown in Appendix 1 of the report, as "Te Ara o Tākiri Love"."*

For the reasons that the development may proceed to completion as a variety of utility connections and other administrative bodies require formalised street addresses for the necessary connections to be provided.

#### 8. **DEMOCRACY ADVISOR'S REPORT** (22/645)

Report No. PCB2022/2/59 by the Democracy Advisor

Speaking under public comment, **Ms Hellen Swales** requested clarification regarding 'Housing Intensification in areas subject to natural hazard in Petone'. She expressed confusion as to whether Council was proposing adaptation or mitigation regarding future development in Petone. She said she found the language used in the report to be ambiguous.

The Chair advised more clarity would be forthcoming in the Intensification Plan Change currently underway. She said the Board would keep informed about the review.

**RESOLVED:** (Ms Hanna/Mr Fisher) **Minute No. PCB 22203**

*"That the Board:*

- (1) receives the report;*
- (2) notes the amendment to the Community Boards - Functions and Delegations as approved by Council on 23 March 2022 attached as Appendix 1 to the report; and*
- (3) notes the Kaupapa Here Tapanga - Naming Policy 2022-2027 attached as Appendix 2 to the report."*

9. **CHAIR'S REPORT** (22/784)

Report No. PCB2022/2/65 by the Chair, Petone Community Board

The Chair elaborated on the report.

The Head of Parks and Reserves provided an update on the Petone Wharf (the wharf) project. She advised the timeline outlined previously would not be met, as the consultants were meeting with Greater Wellington Regional Council officers regarding a Conservation Plan for the wharf. She said that following those discussions, further engagement with Heritage NZ and iwi would take place. She anticipated a report including up to three preferred options could be reported to the Board at its meeting on 22 August 2022. She stated that it was the officers intention to formulate a resource consent application to be lodged in January/February 2023.

In response to a question from a member, the Head of Parks and Reserves advised investigations into the Bay Street toilet block replacement had highlighted the structure was not reinforced with steel. She said this meant the floor and walls lacked structural integrity. She added the project was currently with the architects who were investigating options. She confirmed a report would be considered by the Board in due course.

The Director Neighbourhoods and Communities advised progress was being made in the refurbishment plans for a number of community facilities, including the Moera Library. She explained architects were currently investigating changing the location of the entrance to Moera Library to provide better connections to the playground. She expected detailed designs and costings to be reported to the Board in due course. She further advised community engagement for the Petone Library refurbishment would commence in late April 2022. She said officers were currently developing engagement material. She noted climate change and micro-mobility options were also being assessed.

Ms Hanna advised the Annual Plan engagement process would commence on 13 April 2022. She noted the Anzac Day dawn service would be held in Lower Hutt this year.

**RESOLVED:**

(Ms Hanna/Deputy Mayor Lewis)

**Minute No. PCB 22204**

*"That the Board notes and receives the Chair's report."*

10. **PETONE TRANSPORT PROJECTS UPDATES** (22/676)

Memorandum dated 23 March 2022 by the Traffic Engineering Manager

Speaking under public comment, **Ms Hellen Swales** requested clarification of the Station Accessibility Project (the project). She suggested officers investigate the potential for buses to damage verandahs when entering or exiting bus stops on Jackson Street.

The Traffic Engineering Manager advised the project was assessing the accessibility for all mode users at three train stations in collaboration with Greater Wellington Regional Council (GWRC) and Waka Kotahi officers. He said officers were currently assessing the options prior to developing a public consultation programme for the project. He stated the Transport Strategy was an over-arching document for all modes of transport in the city. He agreed to discuss the potential for buses to damage verandahs on Jackson Street with GWRC officers.

In response to questions from members, the Traffic Engineer Manager explained that officers were currently developing options for links between The Esplanade and Jackson Street. He said a report would be considered by the Board in due course and public engagement would be undertaken. He agreed to develop a diagram to depict transport projects to assist in a general understanding of how all the projects linked together under the Transport Strategy.

In response to a question from a member regarding the link between the proposed cycleway projects occurring in the wider Wellington region, the Traffic Engineer Manager advised Waka Kotahi was keeping officers informed of the Petone-Ngauranga project. He said officers were about to commence investigations into the linkages with The Esplanade and Eastern Bays Shared Pathway projects.

The Head of Transport advised that Cornish Street would officially be closed to SH2 on 19 April 2022. He said a temporary structure would be installed while a permanent solution was investigated. He confirmed that if local residents experienced issues with traffic on Cornish Street their first point of contact was the New Zealand Police.

Deputy Mayor Lewis thanked the Head of Transport for his work relating to Cornish Street.

**RESOLVED:** (Ms Hanna/Mr Roberts)

**Minute No. PCB 22205**

*"That the Board receives and notes the memorandum."*

**11. QUESTIONS**

There were no questions.

There being no further business the Chair declared the meeting closed at 7.24 pm.

P Hanna  
**CHAIR**

**CONFIRMED as a true and correct record  
Dated this 20th day of June 2022**

03 June 2022

File: (22/1355)

**Report no: PCB2022/3/117**

## Route 150 Bus Stop Configuration Part 2

### Purpose of Report

1. The purpose of this report is to seek the Petone Community Board's endorsement of changes being proposed to local Route 150 Bus Stops to improve safety and accessibility in line with Waka Kotahi's 'Guidelines for Public Transport Infrastructure and Facilities'.

### Recommendations

That the Board:

- (1) notes and receives the information contained in the report;
- (2) endorses the proposed changes to Bus Route 150 bus stop 8046 Hutt Road, attached as Appendix 2 to the report; and
- (3) endorses the proposed changes to Bus Routh 150 bus stop 8047 Hutt Road, attached as Appendix 3 to the report.

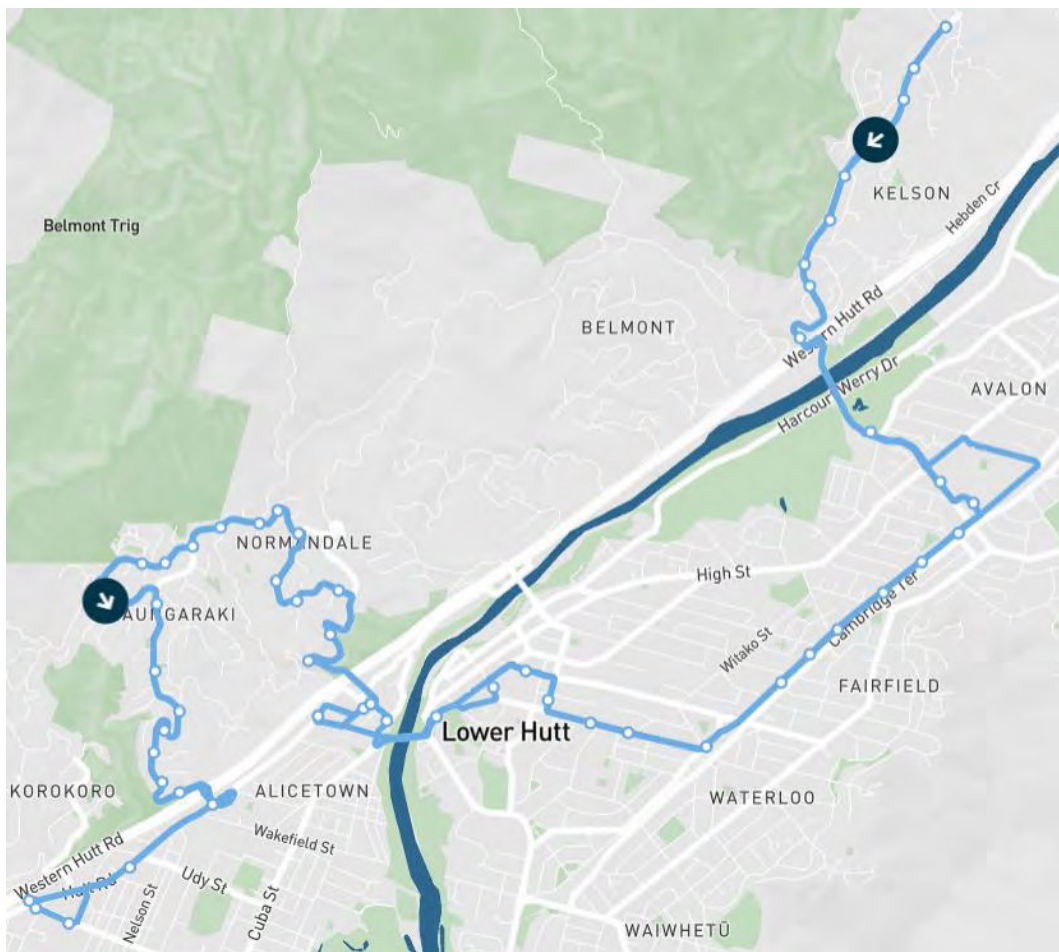
For the reasons that the proposed bus stop layout changes will ensure that the bus box is of sufficient length to accommodate buses; no stopping restrictions will prevent other vehicles from blocking full access to the bus stop; and passengers will be able to board and alight safely and easily.

### Background

2. Greater Wellington Regional Council's (GWRC) Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke (Wellington Regional Public Transport Plan 2021 - 2031) has outline three Strategic Focus Areas:
  - a. Mode Shift;
  - b. Decarbonise Public Transport Vehicle Fleet; and
  - c. Improve Customer Experience.
3. As part of improving the customer experience GWRC has committed to prioritising the safety and maintenance of the public transport network to encourage safe behaviour. The associated key measure is a 40% reduction in serious injuries on the public transport network by 2030 which can be

achieved by prioritising safety through continuous improvements to both infrastructure and operations.

4. As part of the GWRC's Bus Stop Review programme, GWRC officers have been working collaboratively with HCC officers through improvements to all bus stops within the Hutt City Area.
5. The bus Route 150 (Kelson to Petone as shown below) was completed as part of the earlier programme. Changes to 23 bus stops with positive feedback, out of 37 total bus stops, were proposed to the Council. The Traffic Resolution for the 23 proposed changes were endorsed by the Petone Community Board on 14 February 2022, and these were then approved by the Traffic Subcommittee on 17 February 2022.



6. Following the formalised Bus Stop Review Procedure endorsed by Council through the Traffic Subcommittee on 4 April 2022, council officers were tasked with reviewing the 14 bus stop proposals with negative feedback from the public consultation on Route 150 against this revised procedure.

### Discussion

7. Appendix 1 summarises the recorded public consultation comments as well as the review comments from GWRC and HCC officers.
8. Out of the 14 bus stops with negative feedback on Route 150, six bus stop designs have been revised or a new option developed to incorporate resident's concerns.



9. The proposed bus stop configuration changes for the two bus stops within Petone are shown in Appendix 2 and Appendix 3.
10. The following two bus stops varied to the original proposal were communicated with the residents, and these are summarised below.
  - a. **Bus stop 8046**, Hutt Road, Petone, entry tap is redesigned and reduced from 15m to 9m to minimise parking loss.
  - b. **Bus stop 8047**, Hutt Road, Petone, new option is developed by shifting the proposed bus stop to minimise parking loss.
11. The above review and analysis confirmed the robustness of the proposed changes of all Route 150 Bus Stop configuration.

### Options

12. The options include:
  - a. endorse the proposed changes to two bus stops on Route 150 as they appear in Appendix 2 and Appendix 3;
  - b. reject the proposed changes to two bus stops on Route 150 as they appear in Appendix 2 and Appendix 3; and/or
  - c. provide comment to Council to assist in its decision regarding the proposed changes to two bus stops on Route 150 as they appear in Appendix 2 and Appendix 3.
13. Officers recommend options a. and c. as the proposed changes go toward achieving the goals of the Regional Public Transport Plan.

### Climate Change Impact and Considerations

14. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
15. Transport infrastructure and facilities that provide good access, safety and personal security at all stages of the journey, particularly for people with impairments will help to remove barriers to the use of public transport. The more barriers removed by Council will make the choice to use public transport easier and will support moves to reduce car dependency and therefore the corresponding carbon emissions.
16. The decision will not increase greenhouse gas emissions and will not be affected by a changing climate. There are no opportunities in this decision to reduce emissions or build resilience.

### Consultation

17. GWRC undertook consultation with all affected residents within proximity to the bus stops.
18. Consultation occurred between January and June 2022 for periods of two weeks given the extent of the bus stops affected.

19. Consultation letters were hand-delivered to residents and posted to owners. The consultation period was extended for an additional two weeks during lockdown to a total of four weeks. GWRC were unable to advise residents personally that the consultation period had been extended due to Alert Level 4 rules, but the Metlink Contact Centre was advised that residents could have the extension of time if they requested it.
20. GWRC has notified the submitters regarding the upcoming meeting.
21. GWRC has responded to all the concerns raised by the submitters.
22. The Petone Community Board will consider this report and the associated bus stop changes within their catchment at its meeting relating to 8046 and 8047 Hutt Road.

### Legal Considerations

23. Council is the Road Controlling Authority, as defined in the Land Transport Act 1998. In this capacity, it is empowered to make these changes. Council ensures it does so in line with all relevant requirements, including those in the Land Transport Rule: Traffic Control Devices 2004. That Rule specifies the requirements for the design, construction and operation of “traffic control devices” to ensure a safe and efficient road environment. The proposed changes in restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017.

### Financial Considerations

24. These changes can be and will be funded from Council’s 2022/23 transport budgets.

### Appendices

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<a href="#">1</a>	Appendix 1 - Route 150 Consultation summary	21
<a href="#">2</a>	Appendix 2 - Bus Stop 8046 Hutt Road	22
<a href="#">3</a>	Appendix 3 - Bus Stop 8047 Hutt Road	23

**Author:** Bob Hu  
Traffic Engineering Manager

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**Approved By:** Jon Kingsbury  
Head of Transport

Location	+ve	Neutral	-ve	Comments	Stop	Review	Decision
Hutt Road, Petone		1	1	No!! Not prepared to have a bus stop right on our driveway entrance!! We would like the entry taper to be 15 metres to remove the car park and give clear view to the crossing and pedestrians.	8046	Resident not happy with the bus stop in front the drive way; Road User Rule 2004, section 6.9 (3), Bus stop is authorised for the purpose of picking up and dropping of passengers; GW to provide information to the resident Entry tap to be reduced from 15m to 9m tap is good enough, so removal of car park is not required	Revised Design
Hutt Road, Petone	1		1	Here is my opposition to the changes as it will impact my and other people's businesses. If I lose money I will sue you for damages. There are 3 other people affected in this change you are proposing, I'm affected in Unit 1 and 3, and especially as this is a cafe that will be 24 hours but currently just standard and closed for renovations, but in saying that it is reliant onv people driving in and parking any time so any bus that comes there or parks we will lose customers, I have seen buses park in the bustop at day and night whaile times are getting done or just waiting for there runn to go for some reason, They even sleep in them ivve seen this ,and the thought of thid impact I big , Im not sure if you have contacted the owners un unit 2 nd unit 5 in this body corp but I suggest you do as they will be affected a lot, if its changed, its hard enough as it is with out any more changes coming. I totally reject this proposal as units 1, 2 3, 5 need the 60 minute car parks including for parkig and dropped for close access to the shops and takeaway bar etc. also the access to car parks is needed all the time. It's already hard enough with the current situation as it is.	8047	Resident concerned about lose of car park and reallocation of car park The proposal results in one net loss of car park GW to provide additional option for the Bus Stop move front.	New Option



**HUTT ROAD #8046**  
**PROPOSED BUS STOP LAYOUT CHANGES**

SCALE: 1:400  
DRAWN BY: YKHAN  
DATE DRAWN: 17/03/2022

Regional Orthophotography Copyright: GWRC / NZAM 2010

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.



**HUTT ROAD #8047-OPTION 2  
PROPOSED BUS STOP LAYOUT CHANGES**

SCALE: 1:400  
DRAWN BY: YKHAN  
DATE DRAWN: 17/03/2022

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01 June 2022

File: (22/1331)

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**Report no: PCB2022/3/106**

## **Petone Community Board Community Engagement Fund - Round 2 - 2021-2022**

### **Purpose of Report**

1. For the Petone Community Board to assess and determine the funding to be granted through Round 2 of the Petone Community Engagement Fund 2021-2022.

### **Recommendations**

That the Board:

- (1) notes the Community Boards Delegations, Guidelines and Criteria 2020-2023 for the Community Engagement Fund attached as pages 2-3 of the agenda;
- (2) notes that this is the second round of funding through the Community Engagement Fund 2021-2022 for the Petone Community Board;
- (3) notes the Community Engagement Fund closed on Wednesday 1 June 2022 and four applications had been received;
- (4) determines the funding to be granted through the Community Engagement Fund 2021-2022 for the Petone Community Board;
- (5) agrees that the applications received under the Community Engagement Fund were considered according to the merits of the application criteria and priorities of the fund; and
- (6) agrees that the organisation granted funding will be required to attend a meeting of the Petone Community Board once the event/activity has been completed.

### **Background**

2. Council agreed through the 2016/2017 Annual Plan to contribute \$48,850 for the Community Board/Community Funding Panel Community Engagement Fund.

3. The Petone Community Board is allocated \$6,250 per annum. This is for local activities and events that directly benefit the communities concerned.
4. The fund was advertised through the Board Members, as well as also through Council's online grants system.
5. Organisations were required to make an application through Council's website.
6. The Board at its meeting held in November 2021 allocated \$2,500. There is \$3,750 available to be allocated.

### Discussion

7. Four applications were received under Round 2 of the Petone Community Board Community Engagement Fund 2021-2022.
8. One application is deemed ineligible as the organisation is not based in the Hutt.
9. The three eligible applications to be considered are as follows:

No	Organisation	Description	\$Request
1	Jackson Street Programme Inc	For the design and printing of x3 storyboards and framing to be installed at the Old Jail Museum. Also funding for framing of x2 Olympic Blazers.	\$1,466
2	Thumbs Up Charitable Trust	For the purchase of a floating beach mobi-chair for their disabled clients and the wider Wellington disabled community.	\$3,500
3	Wellington Free Ambulance	For the purchase of x1 automated external defibrillator (AED) to be installed along Jackson Street and to be accessible to the public. External defibrillator package includes a new AED, plus the sign, cabinet and installation.	\$3,565
<b>TOTAL REQUESTED</b>			<b>\$8,531</b>

10. All applications were scored through a matrix system and assessed by Board members.
11. Eligible Community Engagement Fund applications presented in this round request a total of \$8,531.

### Options

12. If the Board chooses not to fully allocate the funding, no unspent funding can be carried over to the new financial year 2022-2023.

**Climate Change Impact and Considerations**

13. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

**Legal Considerations**

14. There are no legal considerations to be considered.

**Financial Considerations**

15. The funds need to be fully allocated by end of June 2022.

**Appendices**

There are no appendices for this report.

**Author:** Debbie Hunter

Community Advisor Funding and Community Contracts

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**Approved By:** Melanie Laban  
Head of Connected Communities



*Our Reference* 22/1281



**TO:** Chair and Members  
Petone Community Board

**FROM:** Kate Glanville

**DATE:** 27 May 2022

**SUBJECT:** SUBMISSION ON GOVERNMENT MANDATED  
CHANGES TO BUILDING HEIGHT AND DENSITY IN  
LOWER HUTT

### Recommendation

That the Board:

- (1) notes that a submission to Hutt City Council in respect of government mandated changes to building height and density in Lower Hutt requires the Board's retrospective endorsement; and
- (2) agrees to endorse its submission contained within the officer's memorandum.

### Background

1. Council released a survey on 30 March 2022 seeking community views on proposed government mandated changes around building height and density across Lower Hutt. The survey closed on 29 April 2022.
2. The Board forwarded a submission to Council in respect of the proposed changes, attached as Appendix 1 to the memorandum, which is required to be formally endorsed by members.
3. Under the Board's Functions and Delegations, any submissions lodged by a Board require formal endorsement by way of resolution.

### Appendices

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1	Petone Community Board's Submission on Government's mandated changes to building height and density in Lower Hutt	28

**Author:** Kate Glanville  
Senior Democracy Advisor

**Approved By:** Kathryn Stannard  
Head of Democratic Services

## Submission on Higher and Denser Housing from the Petone Community Board

### Walking Distance

We recommend more of an Auckland City Council approach as only the Auckland CBD is suggested to have a 1200m walkable distance. Metropolitan centres and rapid transit stops in Auckland have a suggested zone of 800m, large town centres 400m and small town centres 200m. Work on these catchments has also allowed for different shapes – to e.g. avoid motorways or steep streets.

The current suggested radius from Petone Railway Station or the Petone Commercial Area<sup>1</sup> needs to be much reduced and SH2 and the lower slopes of Korokoro should definitely not be included.

The state of the footpaths, lack of 'safe' pedestrian crossings and calming measures around intersections also needs to be taken into account – being a pedestrian in Petone can be a dangerous undertaking.

### Building Heights

There should be a lower height of three levels for development around Jackson Street, reflecting the existing height of buildings along Jackson Street and ensuring the Historic Precinct is not overshadowed in a way that would destroy its heritage character.

There should also be a graduated approach to height around other heritage precincts such as Riddlers Crescent and Patrick Street so that they are also not dwarfed by new housing developments.

Smaller centres such as Moera should have a 200m radius or less for any six storeys developments.

### Heights and Density Restrictions

Easing requirements such as allowing more than three units to be built on a single section would be unwise – unless this was to happen on the fringes of the CBD only.

The focus for six or more stories should only be in Hutt central to help stimulate the revitalisation of the CBD and to link in with the new Melling train station once Riverlink is completed.

Decisions around the location of four to six storey intensification opportunities must take into serious account the need to reduce the risk of climate change and sea level rise impacts. There is no point in intensifying Petone and Moera as these suburbs are vulnerable to unavoidable sea level rise and estuarine flooding and other climate change effects such as a rising water table in the medium to long term. Intensification in these at risk areas will leave greater problems for future generations as well as future councils to deal with.

For intensification along the rail corridor at stations from Woburn north there should be a focus on assessing if any possibly involved town centres have the facilities and amenities to support intensification or how much of it.

### Additional Requirements/Regulations

- A landscaping standard of 20% of a section needing to be grass or plants; a street facing façade standard of a 20% proportion of windows in walls facing the street; and

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<sup>1</sup> There is nothing in the map or in any of the material illustrating any size walkable catchment

an outlook space standard of 4m x 4m from the principal living room and 1m x 1m for all other habitable rooms all need to be instituted.

- Site coverage also needs to be set at the Government standards requirement of 50%, not the 60% that was instituted in Plan Change 43. There also needs to be design assessment of any buildings four or more storeys high.
- Matters currently included in the HCC District Plan such as a minimum of 30% of a site being a permeable surface; a minimum rainwater retention tank; screening and storage requirements and requirements for outdoor space all need to be retained.

### **Financial Contributions**

Council needs to charge reserve contributions per dwelling and include a charge to developers that could be used to make public areas, such as parks, reserves, surplus road areas, and other public open space, more attractive. Developers should also help fund any additional infrastructure needed.

### **Other Rules**

There need to be standards to do with stormwater management and what amount of earthworks is permitted. A rule that stops the destruction of the already too few trees across the city is also necessary. We recommend that HCC looks at the approach that Christchurch City Council is undertaking to increase the urban tree canopy as part of their Draft Housing and Business Choice Plan Change as it is essential that we increase the number of trees in our urban environment.

### **Petone Matters**

For over fifteen years Petone people have been asking for the character of Petone to be acknowledged. There was the Petone Vision in 2006/2007, a District Plan Review for Petone discussion document in 2009, and latterly Petone 2040. The need for character overlays has been a common theme.

What we are left with now is a gap that HCC should have seen to years ago. Auckland has overlays of special character areas, most of which it will argue are part of a qualifying matter called special character areas. They are described as “older established areas and places which may be whole settlements or parts of suburbs..... They are areas and places of special architectural or other built character value, that have a collective importance, relevance and interest to a local area or to the region.”

Petone is the site of the first meeting between Maori and the NZ Company and organised European settlers and as such is of national as well as regional and local significance.

The Petone 2040 spatial plan was approved by HCC in May 2017. That plan found that Petone and Moera contain significant areas of coherent, consistent historic development that is determined by street and block patterns as well as building type, materials and construction details.

In 2019 Chris McDonald of McIndoe Urban undertook a Cadastral Plan Study that reinforced the identification of what he labelled as Traditional Character Residential Areas as areas of cohesive residential development. He also undertook a building age profile and a typology study and these also reinforced his conclusion that the TCRAs identified in the P2040 work are areas of cohesive traditional residential character.

Council needs to argue strongly and well, using work already done for it plus further desk top investigation<sup>2</sup> if needed that these character areas are a qualifying matter. All the work and

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<sup>2</sup> See the Auckland City Council method of updating its information of its special character areas

time Petone people have put in over the decades needs to be matched by council effort at this crucial time.

#### **Further comments based on the HCC online information**

**Labels** - Petone should not be labelled as a metropolitan zone. By default of any real development in the Hutt CBD Petone has had to do a lot of 'weight lifting' for the Hutt economically as well as in wellbeing terms. The Hutt CBD should be and will be (post Riverlink) where most jobs, services and amenities are.

**Principles** - It would be great to see some principles or beliefs that HCC put forward and uses to ensure it is providing the further intensification required by government while also working to protect what makes our city unique. The community needs to feel and know that the council is working for it and the future of the city in ways that enable more housing (that is suitable and of a really liveable quality) alongside a genuine understanding of what will work where rather than a totally blanket approach. Retaining the "human scale" of streets and protecting sunlight and daylight to open and public spaces would be a start.

**Maximum units per site** – The current District Plan approach in Medium Density Residential Activity Areas of no limit to the number of units per site needs to be curtailed. What restricted discretionary standards are being considered for the actual Plan Change wording? The long term health and liveability of multiple units needs to be taken into account. *Do building footprints of 30sqm (about the area of a parking space) do that?*

**Heritage controls** – there is a focus on listed buildings on page 7 and page 9 of the Details on Key Changes Proposed to the Planning Rules. This is not good enough as e.g. the Jackson Street precinct is listed as a precinct as a whole – with not all buildings listed individually. It would be good to know that there is an understanding about the importance of the whole being greater than the sum of its parts in heritage precincts.

**Maximum Height** – It is notable that a 5m depth limit for foundations is proposed for Central Commercial and there is nothing proposed about foundations for Petone. The construction of a swimming pool is what would be needed to build six storeys in most of Petone because of the existing height of the water table.

To suggest here that Moera should be 22m height zone as well is not a very considered proposal. If Auckland can call Devonport, Ellerslie etc a small town centre why can't HCC do the same with Moera. This should not be an exercise of how much we can please government but of how much government requirements can be logically and reasonably met.

**Design Assessments** – It is stated that resource consent assessments require updated guidance to reflect changes in building height in the relevant area. And that a full reworking of design assessments is likely outside of scope of the IPI and can be more coherently reviewed as part of the full district plan. This is very concerning as it would mean around five years before any design assessments would be possible and the horse could be bolted by then. Why couldn't current design assessments be used coupled with a statement where appropriate that an increased height needs to be taken into account.

**Metropolitan centres** – Is this an Auckland Unitary Plan term only? MfE don't provide a search answer. Petone should be considered as a town centre not a metropolitan centre.

According to Auckland City Council the government requires more intensification but they leave it to up to councils to work out which urban centres are suitable and what building heights and density to enable. Please start doing just this.

*Our Reference* 22/1283



**TO:** Chair and Members  
Petone Community Board

**FROM:** Kate Glanville

**DATE:** 27 May 2022

**SUBJECT:** SUBMISSION ON HUTT CITY COUNCIL'S INTEGRATED  
TRANSPORT STRATEGY

### Recommendations

That the Board:

- (1) notes that a submission in respect of Council's Integrated Transport Strategy requires the Board's retrospective endorsement; and
- (2) agrees to endorse its submission contained within the officer's memorandum.

### Background

1. Council's draft Integrated Transport Strategy (ITS) was made available to the public for consultation and feedback for a two-week period between 30 March 2022 and 12 April 2022.
2. The Board forwarded a submission to Council in respect of the ITS, attached as Appendix 1 to the memorandum, which is required to be formally endorsed by members.
3. Under the Board's Functions and Delegations, any submissions lodged by a Board require formal endorsement by way of resolution.

### Appendices

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1	Petone Community Board's submission on Hutt City Council's Integrated Transport Strategy	32

**Author:** Kate Glanville  
Senior Democracy Advisor

**Approved By:** Kathryn Stannard  
Head of Democratic Services

## Feedback on the Integrated Transport Strategy 2022 from the Petone Community Board

There is the use of the terms transport network and transport system throughout the document. Are they the same thing? If so should just one term be used and should multi-modal be included before them where appropriate so that there is no doubt about what is being meant.

### The Principles

These should include mitigating climate change by promoting multi-modal solutions and reducing our carbon footprint, plus ensuring (rather than considering) everyone can access the transport network.

And encouraging local employment and services opportunities to reduce the need for longer journeys could usefully be identified earlier than in Focus 7.

### Community Characteristics

Good to see non-car modes changed to non car modes.

Instead of just older people the focus should be broadened to be on access and equity overall.

### Climate Change

In the first sentence the term “future developments” is used. This has connotations of urban construction. It needs to be clearer what developments are being referred to or another term could be used.

### Future Development

The sentence that includes the term “remote communities” would be better deleted as the strategy shouldn't be prioritising remote communities because they are most likely to need cars as the mode of transport?

There could usefully be some acknowledgement here that future development needs to factor in resilience to sea level rise, earthquakes and flooding.

### Our current situation (page 12)

“We need to provide opportunities for our communities to positively experience alternatives to car travel through non-critical trips (such as leisure or recreation)” – This could be interpreted as implying critical trips mode change is not important. Minor rewording could address this by deleting wording in the sentence after car travel.

### Road Network Page 16

How much of the city urban environment is roads? Do we need any more road projects other than the CVC?

### Public Transport Network

Strengthening our public transport system will address emissions as well as give more choices of how to move around.

### Cycle Network

What is needed are safe, segregated cycle ways. For example, the Esplanade so called cycle way is a meandering shared path that will never be suitable for commuting cyclists so every map in which it is referred to as a current and committed cycleway or even just a cycle way is incorrect. Cyclists are known to prefer Hutt Road.

### Challenges we are facing

The section with the three headings of Community Engagement; Strategies, Policies and Plans; and Technical Assessment is more background information not challenges. Any

additional points under these headings could be included in the paragraph/s above. Otherwise it could look as if it's a challenge to engage with the public.

The Strategic Challenges read better with the briefer headings in the latest rendition.

#### Longer Journeys

The last sentence – are the words 'primary' and 'access' needed?

#### Community Wellbeing

The end of the last sentence says "or seek better employment opportunities." Would this be better worded saying "different employment opportunities"?

#### Perceptions of Safety

Shouldn't perceptions be deleted wherever it is used or the word actual added before safety? It's either about safety or it's not.

#### Limited Travel Choices

Multiple might be a better word to use than different at the beginning of this section? Gaps in the walking and cycling network could usefully include the maintenance of the existing network as well. The last bullet point could be broken into two.

#### Natural Hazards

The last bullet point could be broken into two.

#### Focus 1

The first bullet under Why This Is Important needs to be clearer in its meaning Under Where We Can Apply It – shouldn't the CVC be included here?

#### Focus 2

Should footway be footpath? As it's more the term used by the public.

#### Focus 3

What does the last bullet point under Where We Can Apply It mean? Under Actions – should a productive relationship with GWRC be specifically included here?

#### Focus 4

Strategic challenges – does limited travel choices include not having safe separated cycle routes? Where We Can Apply it could have more points such as – ensure that the whole of journeys is planned around. Another point could be made around making it easier to change modes as good secure bike parking at bus stops and train stations when changing mode is needed not just at the end of the trip. Buses that are well integrated with trains are also crucial. Newer modes like electric scooters could increase the distance people are willing to travel from home to a public transport link if well planned for. This could be about encouraging rent by the minute scooter hubs in suburbs so there is a short walk to a hub and people can then ride and leave the scooter at a train or bus stop.

#### Focus 5

Great to see the Esplanade interchange included as a needed improved intersection. That improvement could make a big difference to the network as a whole.

#### Focus 6

Under Why This Is Important – in the first bullet 'the way communities travel' suggests something happening en masse. Perhaps people would be better than communities?

Under Actions – could the second bullet have an example? The same applies to Demand Responsive Transport Services?

The second to last bullet re an innovation fund – doesn't EECA already do this?

Should GWRC be included in the working collaboratively bullet point?

Consider adding a bullet about secure bike parking and charging for e bikes.

#### Focus 7

3rd bullet under Why This Is Important needs to be worded slightly differently.

Under Actions - Financial incentives to encourage higher density developments. What this might mean in reality is concerning as quality is not included. Doesn't this idea go against the work in the District Plan review re development and financial contributions/fees.

The same comments apply to the purchase of multiple titles.

#### Implementing The Strategy

There is a reference to Petone 2020 that needs to read Petone 2040.

Under Triggers and Opportunities the Cross Valley Connections is notable by its absence while the reference to a possible Petone to Grenada route will concern some people.

Waka Kotahi as a co-funder needs to be recognised here under Collaboration?

#### The Indicators of Success

These are more measurable outcomes than the Outcomes which are more like Objectives.

A Vision, Principles, Objectives and Outcomes need to be at the front of the document and woven throughout the wording. Each of the focus areas then need to be assessed to make sure they will deliver on the objectives and outcomes. See the Waitakere Council 2006 to 2016 document <https://at.govt.nz/media/imported/4989/wcc-TransportStrategysummary.pdf> for a still relevant example of specific outcomes.

There also needs to be more consideration and use of the Government Policy Statement on Land Transport, the Emissions reduction Plan, and Road to Zero in particular. The strategic focus of these are the transition to public transport, carbon zero transport and road safety. Are these explicitly in the document enough?



01 June 2022

File: (22/1285)

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**Report no: PCB2022/3/103**

## Democracy Advisor's Report

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1. The purpose of the report is to update the Board on items of interest.

### **Recommendation**

That the Board notes and receives the report.

### **Consultation and community engagement**

#### *Tupua Horo Nuku – Eastern Bays Shared Path*

2. Tupua Horo Nuku Eastern Bays Shared Path construction is expected to begin in August 2022, with work in the southern bays (Ma-Koromiko/Windy Point and Sunshine Bay). The work will be highly visible to people in the area and will have an impact on the community through traffic management, including the use of 24/7 lane closures on Marine Drive.

In the lead up to the work and during construction, officers will be informing the community through the use of:

- Advertising in the Eastbourne Herald and Hutt News
- Printed newsletters distributed to homes (quarterly)
- Emailed updates which anybody can subscribe to
- Social media posts
- Direct contact with key stakeholders

Officers are planning to hold a Community Information Session in the first week of August both in person and live streamed. There will be ongoing engagement with key groups in the community on the development of some of the project's design and management plans.

### *Eastern Bays Speed Review*

3. Council is seeking feedback on a proposed speed limit reduction and the locations of pedestrian crossings on Marine Drive. This is to improve road safety for all road users and provide a more consistent traffic environment. The short 70km/h speed limit section along this road is considered inconsistent and there have been a high number of speed-related crashes. Engagement opened 30 May until 20 June:  
<https://haveyoursay.huttcity.govt.nz/ebspeedreview>

### *East-West Cycleway 7-26 June 2022*

4. An East-West cycleway between Waterloo Station and the CBD is being designed to align with other major infrastructure improvements in Lower Hutt like Riverlink. It is part of a wider cycle network that is Council's commitment to creating a city that is safe and connected and aims to encourage more of the community to cycle and use active travel modes. Council is seeking feedback on the cycleway. You can have your say from 7-26 June 2022: <https://haveyoursay.huttcity.govt.nz/waterloo-station-to-lower-hutt-cbd-connection>

### *Streets for people*

5. A micro-mobility programme has been developed to provide a strategic walking and cycling network with connections throughout Lower Hutt. This project will accelerate and extend improvements in the gap areas of Wainuiomata and Naenae town centres, Taita and Avalon. The programme aims to provide improved walkability/accessibility and bikeability in these areas. More information on consultation will be available later this year.

### **Integrated Transport Strategy**

6. Council has approved Whiria te muka tangata, whārikihia te Kaupapa, its Integrated Transport Strategy, setting out the city's vision and direction for future transport developments. It will be used to guide Council's decision-making on changes to the transport system and individual transport projects that come under it. With increased traffic congestion the plan will tackle congestion and encourage cycling, walking, and other active ways of getting around. All transport projects from Tupua Horo Nuku, the Eastern Bays Shared Path, to a micro mobility programme will be guided by the Integrated Transport Strategy: <https://www.huttcity.govt.nz/environment-and-sustainability/integrated-transport-strategy>

### **Follow up from previous meeting – 11 April 2022**

7. The Director of Neighbourhoods and Communities will provide a verbal update at the meeting regarding the Petone Library refurbishment.

**2021/22 Administration and Training Budget**

8. The Board is allocated \$8,000.00 GST exclusive per annum, comprised of:

- Miscellaneous Administration      \$5,000
- Training                                      \$3,000

9. There has been no expenditure from the Board's Administration or Training Budget.

**Appendices**

There are no appendices for this report.

**Author:** Kate Glanville  
Senior Democracy Advisor

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**Approved By:** Kathryn Stannard  
Head of Democratic Services

**02 June 2022**

File: (22/1342)

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**Report no: PCB2022/3/104**

## **Chair's Report**

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### **Recommendation**

That the Chair's report be received and noted.

### **Appendices**

<b>No.</b>	<b>Title</b>	<b>Page</b>
1↓	Chairperson's Report – June 2022	39

**Author:** Pam Hanna  
Chair, Petone Community Board

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## **Petone Community Board Chairperson's Report – June 2022**

Tena koutou katoa Talofa lava Malo e lelei Neih Hou Namaste Al-salamu alaykum

Greetings to everyone in our community board area of Korokoro, Petone, Seaview, Moera, Waiwhetu South, Woburn South and Gracefield – called Petone for short. Anyone is welcome to come and speak for up to three minutes at the start of our board meetings on the evenings of 20 June and 22 August.

### **a) Community Engagement Fund**

Applications closed on 2 June. The Board has \$3,750 to distribute to incorporated societies or charitable trusts for local activities and/or events that directly benefit the local community. Three applications have been received and the total requested is \$8,531 so some hard decisions need to be made.

### **b) The Petone Wharf**

There is an updated May 2022 report by Calibre Consulting on the Petone Wharf and rebuild options in papers for our June meeting. The three options that will be considered further are:

- i) Shortened<sup>1</sup> wharf using same form, salvaged materials where practical and new hardwood (trimmed heritage)
- ii) Shortened wharf using same form and a mixture of traditional and modern materials (semi heritage)
- iii) Shortened wharf with a limited area at the north entrance end restored using original fabric where practical. Outer wharf uses same form with a mixture of traditional and modern materials (heritage at beach end and modern for the rest).

Advice from Heritage New Zealand and Greater Wellington will be included in a report to the Petone Community Board and the Communities Committee of Council in early 2023. There will be opportunities for public input here. There is also likely to be a publically notified resource consent process as well.

Sign boards are expected to be in place at the entrance to the wharf by August 2022 to provide background information, key dates and updates as work progresses.

### **c) Petone Library Refurbishment**

People from StudioC have been at and around the Petone Library talking and consulting with as many people as possible about how the Library might look and operate in the future. There is \$1.5M budgeted in the 2022/23 year for work on the Library.

### **d) Exhibitions at The Settlers Museum**

Two new exhibitions were opened on 11 June. One is about the Filipino community with input from that community. The other is entitled History Repeats: Petone Woollen Blankets and it highlights the importance of wool craft and the Petone Woollen Mills to the fabric of Petone. Both are well worth a visit.

### **e) There is a State of Our Communities 2022 survey happening**

This is part of a community survey-based research project undertaken by the Social Policy and Parliamentary Unit (SPPU) in partnership with local Salvation Army corps and results are part of the SPPU State of the Nation Report released in February

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<sup>1</sup> Shortened is taken to mean the removal of 61m of the 110m head/end of the wharf.

each year. Petone is one of the 2022 locations being surveyed alongside Royal Oak, Westgate in Auckland and Blenheim.

Do take the time to do the survey.

The link to the survey

is: [https://www.surveymonkey.com/r/XTCDWCW?fbclid=IwAR03odz\\_ch5fZTC6loXhawn-72tn0Qf32q6zSse3oownQWqyNutaIfOLA\\_k](https://www.surveymonkey.com/r/XTCDWCW?fbclid=IwAR03odz_ch5fZTC6loXhawn-72tn0Qf32q6zSse3oownQWqyNutaIfOLA_k)

**f) Other consultations**

There are other consultations happening as well. There are links in the report from our Democracy Advisor for our June meeting or go to the HCC website and find Have Your Say under the Council heading to give feedback on the Eastern Bays Speed review or the East-West Cycleway between Waterloo Station and the CBD.

Kia ora

Pam Hanna  
Chairperson PCB

**07 June 2022**

File: (22/1413)

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**Report no: PCB2022/3/11**

## **Petone Wharf rebuild update**

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### **Purpose of Report**

1. The purpose of this report is to update the Community Board on progress on the project to rebuild Petone Wharf.

### **Recommendations**

That the Board:

- (1) notes the Calibre Consulting report Petone Wharf Rebuild Options;
- (2) notes that three options are being progressed for detailed design and costings; and
- (3) notes that Council will be asked to make a decision on which option to progress in early 2023 and that prior to this, the Community Board and mana whenua will be asked their view.

For the reason(s) that elected members are kept up to date on a key infrastructure investment.

### **Background**

1. As part of the LTP 2021/31, Council agreed to proceed with the Petone Wharf (the Wharf) rebuild over the next three years and budgeted \$21M for the project. In its decision, Council agreed to demolish the head of the Wharf, which will shorten it by 61 metres.
2. A summary history of the Wharf was included in a report to the Long Term Plan/ Annual Plan Subcommittee meeting held on 10 February 2021. Updates were presented in reports to the Audit and Risk Subcommittee in April and November 2021 and April 2022.

3. The Wharf is a traditional hardwood timber structure. It was completed in 1909 and is 393m long. It has been closed to the public since January 2021 due to health and safety issues.
4. In December 2021 Calibre Consulting was commissioned to prepare a report investigating rebuild options and associated challenges and opportunities. Calibre Consulting's report, Petone Wharf Rebuild Options, is attached as Appendix 1.
5. Of the six options explored, three will deliver on the objective of the project and these will now progress to detailed design and costings.
6. Council will be required to make a decision on which option to progress in early 2023. Once a design and budget have been confirmed, the project will additionally report regularly to the Major Projects Board during the detailed design and delivery phases.

### **Discussion**

7. In deciding on a final option, there will be a number of factors to consider.
8. Through the rebuild there is potential to increase amenity and use of the wharf. The Community Board has already identified a number of opportunities including adding a swimming platform, better provision for fishing and facilities that enable wharf jumpers to exit the water and return to the deck easily.
9. While there is currently no commercial imperative for a ferry service to operate from the wharf, with additional work all options could support ferry operations should that be required in the future. Each option includes a jetty for berthing smaller vessels. None of the rebuild options would enable larger vessels to berth at the wharf.
10. The hut and gates have been removed from site because they were unstable and presented health and safety issues. They are in safe storage. Neither the hut or the gates are believed to be original features. The rebuild options could include building a replacement hut based on the 1907 drawings. This design differs from the hut that was removed in 2017.
11. There are groups and individuals who will have a view on how the Wharf is rebuilt. Petone Wharf is a heritage structure under the District Plan and has been nominated for heritage status with Heritage New Zealand Pouhere Taonga (HNZ). A Conservation Plan for the wharf has been produced to provide greater certainty over heritage issues. Mana whenua were consulted during the development of the LTP which included the proposal to rebuild the wharf and further input will be sought before the preferred option is determined.
12. There will also be questions around building sustainably. The Wharf is predominantly a timber structure constructed from large dimension hardwood timbers. For Days Bay wharf, these were sourced from South America, however officers are also investigating supply from Australia. Using timber from slow growing, mature trees does raise questions of sustainability and environmental degradation. HNZ or Greater



Wellington may prefer a significant amount of timber to be used on the refurbished wharf, particularly on external highly visible areas, however there may be options of using concrete or composite materials for some parts. All decisions on material options will be a compromise between heritage, sustainability values and cost.

#### *Current Condition of the wharf*

13. Calibre's report confirms a substantial amount of work is required in the rebuild.
14. Petone Wharf is a very long, predominantly timber, structure and it is exposed to winds, tidal movement and wave action. The bracing timbers are in poor condition and some bracing is missing. The poor condition of the bracing means that the wharf moves more than it should, causing bracing and whaler beams to break and pile wraps to fail. Movement of the wharf is shortening the lives of components. Piles are decaying and losing structural integrity, especially at the intertidal zone. Infestation by marine borer such as Toredoworm is problematic and has been found along the length of the wharf. In summary, the wharf is in poor condition.
15. Most of the existing piles need to be wrapped regardless of which option is chosen. Many components need to be replaced. Only a small proportion of the material is in good enough condition to salvage for reuse on the wharf.
16. There will be many issues that have not been quantified by Calibre because they cannot be seen until the wharf structure is unpicked.
17. Technical reports are being prepared to inform design and the resource consent application.

#### **Options**

18. The three options which deliver on the outcome Council is seeking are summarised below and explained in more detail in the report.

<b>Option</b>	<b>Description</b>
Trimmed Heritage	Shortened wharf (head removed) using same form, salvaged materials where practical and new hardwood
Semi-heritage	Shortened wharf (head removed) using same form. Mixture of traditional and modern materials
Heritage Beach end with modern south end	Shortened wharf (head removed). Limited area of wharf at north end restored using original fabric where practical. Outer wharf uses same form with mixture of traditional and modern materials

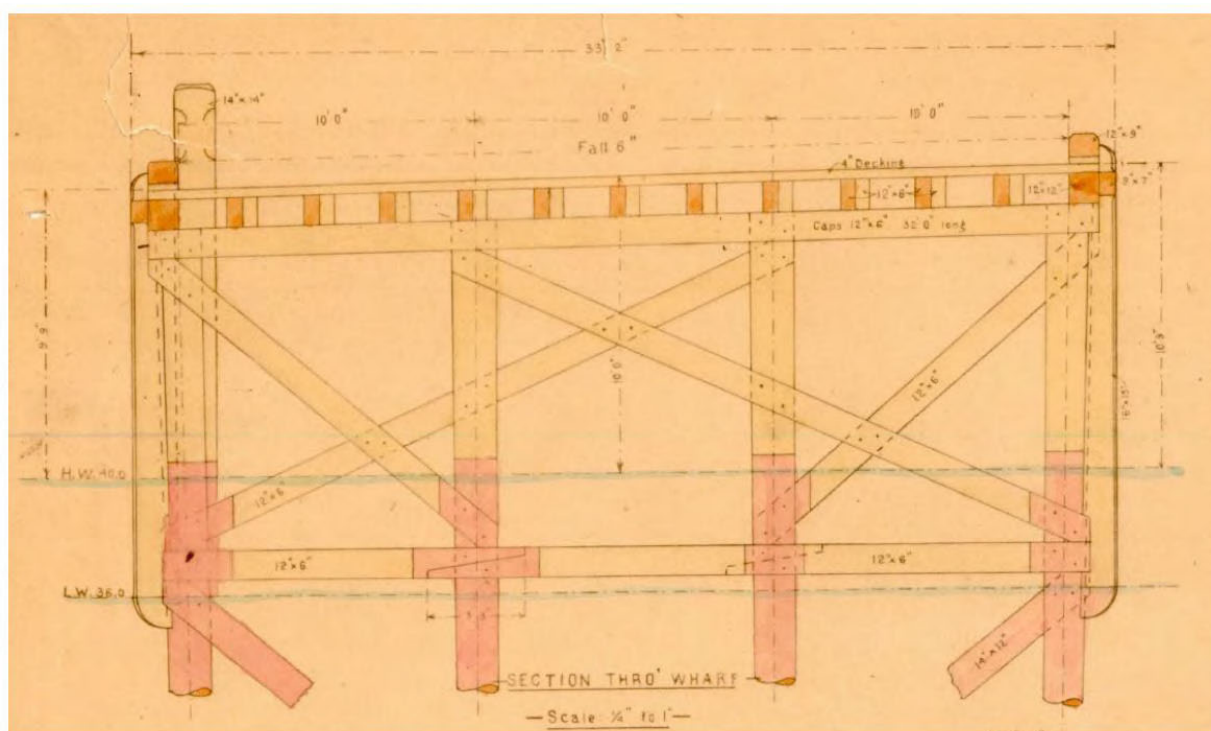
19. The commitment to heritage and sustainability varies and accordingly costs will also vary. Estimated future maintenance costs for each option will be included in the report in February. It should be noted that options which

include more salvaged components are likely to cost more to maintain in future years.

20. A communication plan has been developed for the project which includes signboards on site which will provide background information, key dates and updates as work progresses. The sign boards are expected to be in place by August 2022.

### Climate Change Impact and Considerations

21. The matters addressed in this report have been considered in accordance with the process set out in Council's [Climate Change Considerations Guide](#).
22. The wharf was designed in 1907 with the deck approximately 3m above the high water line. The deck sat 10 feet above the high water line because it was designed for berthing large, commercial vessels. It is unlikely that sea level rise will affect the recreational function or structural integrity of the rebuilt wharf within 50 years.



### Consultation

23. The proposal to refurbish Petone Wharf was consulted on as part of the Long Term Plan process in 2021.
24. Advice from Heritage New Zealand and Greater Wellington will be included in the report provided to the Petone Community Board and the Communities Committee in early 2023.

### Legal Considerations

25. The wharf rebuild works will require resource consent from both Greater Wellington Regional Council and Hutt City Council.

26. Under the Resource Management Act, Greater Wellington controls activities in the coastal marine area (ie below the high tide line) including occupation of space, cultural and heritage effects and ecological disturbance. The Greater Wellington Council's Proposed Natural Resources Plan is the main planning document controlling coastal activities. Petone Wharf is listed in Schedule E2 Historic heritage wharves and boatsheds. This affects the consenting requirements. Planners have signalled that an application to rebuild Petone Wharf is likely to be publicly notified.
27. Hutt City Council controls the landward activities required to undertake the rebuild project (ie above the high tide line). This will include the works required to create the construction laydown area on the turf between the wharf entrance and The Esplanade and also management of construction traffic, public access, noise, dust and any associated effects of the works on cultural and heritage consents. The Hutt City District Plan is the relevant planning document. Petone Wharf is listed in Heritage Appendix 2 – Heritage Buildings and Structures. The laydown area is in the Special Recreation Activity Area – Petone foreshore. This affects the consenting requirements.

### **Financial Considerations**

28. The \$21M funding approved in the Long Term Plan is derived from a quantitative risk assessment dated 18 May 2021. This indicated a range of figures with accompanying confidence levels (eg P95 indicates a 95% confidence level, indicating that this figure will be exceeded in 5% of the risk scenarios). Based on P95, the cost estimate was calculated at \$20,939,000 excl GST. This was based on the wharf being shortened by 61m.
29. The design life for the wharf renewal is expected to achieve approximately 50 years. The wharf will deteriorate following renewal. Detailed wharf inspections every 5 years would continue and survey results would determine the extent of repairs and maintenance. This work would include replacing bracing and bolts, dealing with piles (extending wraps or replacing piles) and other works. Although it would depend on which option is selected, over a 50 year period the amount required to maintain and renew the wharf will ramp up. Options that include salvaged components are likely to require more maintenance.
30. The construction market has changed since the cost estimate was prepared. Updated estimates will be provided when officers report back on the options in February 2023.

**Appendices**

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**Author:** Kelly Crandle  
Head of Parks and Reserves

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**Approved By:** Andrea Blackshaw  
Director Neighbourhoods and Communities



# PETONE WHARF FUTURE OPTIONS

PREPARED FOR HUTT CITY COUNCIL (HCC)

711779 | 19 May 2022

Calibre Consulting Ltd

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**DOCUMENT CONTROL**

ISSUE	DATE	ISSUE DETAILS	AUTHOR	CHECKED	APPROVED
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## Appendices

- Appendix A - Wharf Rebuild Drawings
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## 1 EXECUTIVE SUMMARY

This report summarises options for the future of Petone Wharf for consideration by the community committee of Hutt City Council (HCC) and the Petone Community board. The options are based on the conservation report written by Studio Pacific Architects with input from planning consultant Align and HCC.

The 393m long wharf at Petone is a traditional hardwood structure and is around 115 years old. The wharf has been found to be in poor condition and has been closed to the public since January 2021 when moderate earthquakes caused the failure of several piles and severe slumping in the wharf approach. The wharf was repaired however a detailed inspection later in 2021 found the condition of the structure at the end of the wharf to be poor. HCC resolved that the wharf should remain closed until the outer end of the wharf is repaired or removed.

HCC have allocated \$21M in the long term plan for rebuilding Petone Wharf and met with Heritage New Zealand and Greater Wellington Regional Council in July 2021 to discuss the design and planning process. It was agreed a conservation report would be written and that this would be used to produce options for the rebuilt wharf.

Following completion of the conservation report, six options were proposed, there are summarised below. Cost estimates are being prepared by quantity surveyors at AECOM and will be added in a subsequent revision of this report.

Ref	Description
Option 1	Full Heritage: Same extent and form, salvaged materials where practical and new hardwood
Option 2	Trimmed Heritage: Shortened wharf using same form, salvaged materials where practical and new hardwood
Option 3	Semi-Heritage: Shortened wharf using same form. Mixture of traditional and modern materials
Option 4	Heritage beach and modern end: Limited area of wharf at beach restored using original fabric. Outer wharf uses same form with mixture of traditional and modern materials
Option 5	Demolition: Removal of wharf with piles cut at seabed and no replacement structure
Option 6	Demolition and replacement with modern wharf.

Table 1: Summary of options and cost estimates

Following feedback from project stakeholders the preferred option will be selected by HCC and developed. The consenting is expected to be complete in February 2023 and construction to begin winter 2023.

## 2 INTRODUCTION

### 2.1 Background

Petone Wharf was built in 1907 and was previously owned by the former Wellington Harbour Board before being vested to HCC in 1989.

Detailed condition surveys of Petone Wharf have been completed on a five-yearly cycle since the early 1990's to assess on-going damage and deterioration. After each detailed survey, repair and maintenance works have been completed, the last detailed inspection recommended the wharf remains closed due to the condition of the structure. Due an increasing rate of pile failure, monthly walkover inspections are being carried out to monitor the structure.

The overall condition of the wharf has deteriorated to the point where a large proportion of the structure is in poor condition and a rebuild is necessary.

### 2.2 Description of Current Wharf

Petone Wharf is a simple linear wharf, 393m long with a deck area of approximately 2,500 m<sup>2</sup>. The approach is 283 m long x 4.6 m wide and the wharf head is 110 m long x 10.1 m wide.

Three 1907 construction drawings have been retrieved from Wellington City Council archives along with the original construction specification documents. These documents describe in detail the materials used for the wharf including the species of Australian hardwoods used for each component.

The wharf is a traditional cross-braced timber trestle on timber piles with the original piles being of Ironbark or Jarrah, and the pile caps, walers, braces, beams and fenders being of mixed Australian hardwoods. The decking on the wharf head is reinforced concrete, whilst on the approach, a concrete topping and wearing surface overlies the original hardwood decking.

Newspaper reports from shortly after the wharf was completed discuss severe slumping to the wharf head that was addressed by adding more piles driven deeper into the seabed. There are two rows of piles beneath the wharf head which are not shown on the original drawings and are located off-grid. It is believed these are the piles added around 1910 to address the slumping issues discussed in the newspaper reports.

Many of the capping beams on the wharf head are up to 500mm below the underside of the stringers with packing between which differs from the construction drawings. This difference to the design was most likely to address localised slumping shortly after construction of the wharf.

The most significant modification since construction is the installation of a concrete deck which was completed in the early 1960's. The timber decking to the wharf head was removed at this time. We have the contract specification for this work but no drawings. The specification document mentions that 48 No defective hardwood timbers were to be replaced but we have no records actual number replaced which is likely to be higher.

The 1960's specification mentions replacement of a pair of capping beams. It is possible more were replaced to address deterioration at the top of the piles that may not have been apparent until the deck was removed.

The handrails along the approach have been replaced and the stairs have been removed, including supporting piles to the landing area (cart refuge) at gridline 25.

The wharf head is higher than the approach and the last four bays of the approach between gridlines 44 and 48 ramp upwards to meet the wharf head.

The boat steps and landing at the beach end of the wharf head were replaced in 2013 by a steel access jetty and ladder supported by 5 new piles. The jetty straddles the approach and wharf head and was damaged during the Kaikoura earthquake.



Figure 1: Aerial image of Petone Wharf circa 2021 (Source: LINZ Data Service)

## 2.3 Condition of Wharf

The last detailed inspection was completed in 2021 comprising a visual inspection from a boat at both high and low tides and a dive survey of the piles. The Calibre HCC Wharf Condition Report dated 2021-11-04 prepared by Calibre recommended the wharf was closed until the structure was repaired or replaced.

The condition of the wharf generally deteriorates with distance from the beach. Many timber members show signs of deterioration, with capping beams and corbels having extensive decay at the end of the wharf.

The inspection in 2021 indicated that the condition of the piles had declined since 2018 when the previous dive survey was completed.

## PETONE WHARF FUTURE OPTIONS | HUTT CITY COUNCIL (HCC)

During a sequence of moderate earthquakes in late 2020, nine piles failed around the cart refuge and were repaired in February – March 2021. The failed piles were found to have severe damage due to Teredo worm and it is likely that other piles on the wharf will have similar deterioration. The 2021 dive inspection noted the piles on the wharf head to be in poor condition while the piles located along the western edge and outer half of the wharf head are generally in poor or very poor condition.



Figure 2 Dip in wharf deck over grid 28, and a length of the removed pile from this location showing severe deterioration from teredo worm. Worm damage to a pile on wharf head

The outer stringers are showing widespread degradation, many of the beams along the western side of the wharf have lost structural integrity, four on the wharf head were replaced in 2018. The inner beams are generally in much better condition and with the exception of some areas of the wharf head where there is decay due to rainwater leaking through construction joints.

A very large proportion of the edge beams on the approach require replacement and there is vegetation growing on many of these beams which retains moisture and accelerates decay.

The steel access platform (jetty) is in moderate condition with deformation of steel beams and rust on most of the members. The structure is vulnerable to earthquakes as it straddles the wharf head and approach which move differently during an earthquake. The jetty was damaged during the Kaikoura earthquake with some beams remaining twisted.

The deck on the wharf head is not level. Newspaper stories from shortly after the wharf was built describe significant and uneven slumping of up to 18" (457 mm). It is not clear to what extent the wharf was levelled at the time and it is likely subsequent pile failures will have caused further movement. In 2019, survey marks were installed over each pile and these are routinely surveyed for vertical movement. The most recent survey indicated minor vertical movement around pile 63F. The dive survey confirmed the two closest piles are at the point of failure and the pile cap has failed. The difference between the highest and lowest point on the wharf head is around 250 mm.

The concrete deck appears to be in reasonable condition in areas which have been removed for pile repairs, the concrete and reinforcement were observed to be sound. The construction joints are letting rainwater through which has accelerated decay of the timber below.

## 2.4 Re-build vs. Repair

There are two approaches for the renewal of Petone Wharf, rebuild and repair. A rebuild would remove each part of the wharf down to the piles and then reinstate reusing materials where practical. A repair would involve individually replacing the elements that are in poor condition.

From a heritage perspective, a repair is preferable so that as much of the original fabric as possible remains in place. The repair would require temporary propping to the decking whilst lower elements are repaired or replaced. At the exposed outer end of the wharf the water is deep and the wharf condition is particularly poor. Propping here would be expensive and take far longer than a rebuild approach.

PETONE WHARF FUTURE OPTIONS | HUTT CITY COUNCIL (HCC)

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A rebuild option removing each component allows for the most thorough inspection of the structure. This is important as much of the worst deterioration occurs at the interface between structural elements such as the upper face of stringer beams and piles where connected to bracing and cap beams. This has been observed at Petone Wharf where sections of deck were removed for repairs. If the wharf is repaired it would not be possible to inspect all these areas.

The proportion of the wharf structure that is in good enough condition to be retained is expected to be small, greatly limiting the heritage benefit of repairing over rebuilding.

## 3 DESIGN CONSIDERATIONS

A meeting was held in July 2021 at Petone Wharf with Heritage New Zealand, Greater Wellington Regional Council, HCC, Calibre and Align to discuss the wharf rebuild.

The poor condition of much of the wharf was highlighted with the majority of the structure needing replacement, it was agreed that a conservation report would be written and that this would be used to inform decision making on the renewal of the wharf.

The conservation report was completed by heritage architects at Studio Pacific with input from the local historian, Peter Cooke. The options presented in this report have been prepared with input from heritage architects at Studio Pacific, HCC, Calibre and Align. The options are presented to inform decision making on the future of the wharf.

### 3.1 Wharf usage

#### 3.1.1 Historic

Petone wharf was built for coastal shipping and initially used for the export of meat and timber products. The wharf replaced the earlier wharf that was built for exports from the Gear Meat Co. The wharf has not been used for shipping for many years and prior to closure was not used regularly by recreational boat users. The history of the wharf is discussed in more detail in the conservation report.

The East by West ferry service tried a commuter service however this proved unpopular and there are no plans to reinstate this service. A tourist service operating on weekends and public holidays was also operated by East by West but this has also ceased, without the ferry service using the wharf the provision of a jetty at the wharf head is less important.

#### 3.1.2 Future

The primary use of the wharf will continue to be for walkers and fishers.

The wharf will not be used for the berthing of large vessels, so a bathymetry survey is not recommended. For some options, a new jetty structure will be built for smaller vessels.

### 3.2 Size of Wharf

Petone Wharf is a substantial structure around 393 m long and the cost for rebuilding and maintaining a structure of this size is significant. The current and future use of the wharf could be reduced based on current and expected usage though it is recognised that changing the size and length of the wharf will impact the character and heritage value of the structure.

Removal of the outer part of the wharf is being considered to reduce both the rebuild and maintenance costs for the wharf.

The outer wharf is in very poor condition and it is expected that repairing this area will be more expensive than the rest of the structure. It is likely to be at least 2 years before this area of the wharf is rebuilt and the condition of the structure will continue to deteriorate during this time.

Visual simulations completed by Align show the removal of the outer 61 m of the wharf, these simulations show the structure from several viewpoints and give an idea of the visual impact. The visual simulation from Honiana Te Puni Reserve car park is shown in Figure 3 below.

PETONE WHARF FUTURE OPTIONS | HUTT CITY COUNCIL (HCC)

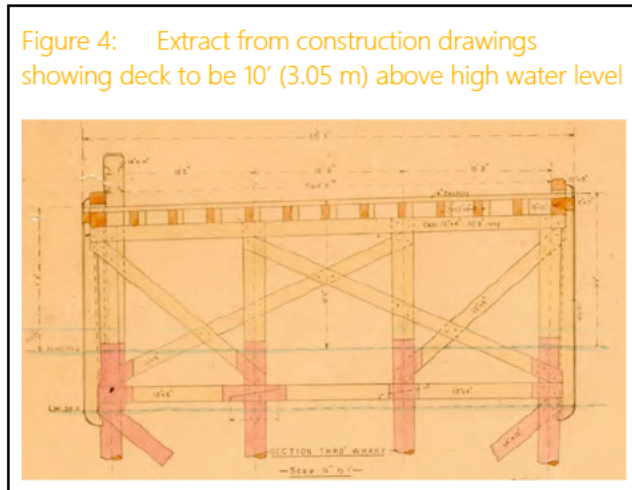


Figure 3: Visual simulation showing current and shortened length (Source: Align)

### 3.3 Wharf Deck Height

Petone Wharf was designed for the berthing of large vessels with the 1907 construction drawings show the deck to be an average of 10' (3.05 m) above the high-water level. Sea level rise due to climate change is not expected to be near 3 m during the life of the wharf so it is proposed to keep the deck at the same elevation.

We are aware a study on future sea level rise has been completed for HCC, the proposed deck height will be confirmed once this report has been made available.



The wharf has a slight ramp at the end of the approach which is not shown on the construction drawings. Options would include either retaining the ramp or building the wharf head at the same level as the approach.

### 3.4 Wharf Entrance

The entrance to the current wharf is approximately 11m wide which is around triple the typical width of the approach. It is proposed that the wider opening is retained for the rebuild options as this is considered to be a key aspect of the connection between the wharf and the shore.

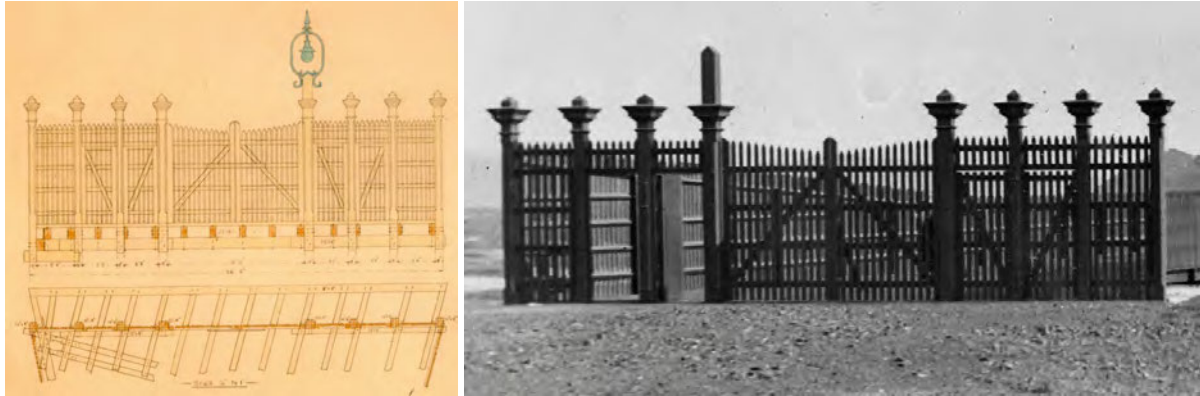


Figure 6: Extract from construction drawings showing original wharf entrance, with photograph taken shortly after construction alongside.

Since construction the wharf has had timber columns and gates across the entrance to the wharf. Several timber columns were removed in December 2021 as they were deemed to be unsafe after severe hollowing was found immediately below ground level. The columns were not believed to be original as the posts lack the chamfer detailing visible on the construction drawings and photographs of the entrance taken shortly after completion.

Picket style fencing and gates are proposed which are in keeping with the original wharf. The developed concept design will include details of the gates for feedback from stakeholder groups.

The 1907 construction drawings show the timber wharf structure extending beyond the gates into what is now the Great Harbour Way / Te Aranui o Pōneke shared path. It is unclear the extent that the timber structure remains which could mean the work site extends 2-3 m beyond the current gate location. It is proposed that the new retaining wall / abutment is located below the gates which will be in the same location as the existing ones.

### 3.5 Construction Materials

#### 3.5.1 Timber Materials

Procuring hardwood timber in the volume needed for this project represents a programme risk. The global pandemic has resulted in volatility in the global supply chain affecting both costs and delivery times.

The selective harvesting of timber from South American sources contributes to destruction of the rainforest. A careful balance must be found between minimising the environmental impact of sourcing hardwood timber and the heritage impact of using modern materials.

There are Australian suppliers who are confident they can supply sustainably managed hardwood timber similar to that used for the original wharf.

The existing wharf timber was protected by copper sheeting in the tidal zone, however using this material for the new structure would be expensive and time consuming. Timber treatments would be a more economical way of prolonging the life of the timber.

#### 3.5.2 Retaining / re-use of timber from Petone and other wharves

The majority of the timber on Petone Wharf is in poor-moderate condition and would not be expected to last 50 years without requiring major maintenance or replacement. A diagram showing typical wharf components is available in Appendix B - Typical Wharf Components.



## PETONE WHARF FUTURE OPTIONS | HUTT CITY COUNCIL (HCC)

The use of recycled timber from other wharves is being investigated with a large volume of hardwood possibly available following removal from a wharf in the South Island. Using this recycled material would reduce the environmental impact of replacing the wharf but would require careful inspection and assessment of the materials for suitability and durability.

Most of the stringer beams (joists) require replacement. These are typically 6.1 m long so it is expected that some can be used for shorter structural elements such as bracing, walers or capping beams. The re-use of stringer / capping beams for decking is also possible as the beams are 150 mm wide which is greater than the existing decking beams.

### 3.5.3 Stringers

The stringer beams (joists) are typically 300 mm deep x 150 wide and 6m long. Treated softwood timber is significantly weaker and cannot be substituted like for like with the hardwoods that the existing wharf is built from. Engineered timbers such as glulam and LVL are not suitable for an aggressive marine environment.

Pre-cast concrete can be used for stringer beams. As the majority of the beams are only visible from directly below the wharf, the visual impact of substituting timber for concrete would be reduced.

The outer beams are in very poor condition while the inner beams are better. However decay has been found to the top of the beams where the deck has been removed for repairs.



Figure 7: Exposed decking and stringer beams on Petone Wharf, note severe splits to exposed upper face of stringers.

### 3.5.4 Decking

The use of timber for the deck is consistent with the original wharf construction and is the preferred option for Heritage New Zealand. This can be slippery if wet, so the safety of this surface would need to be considered. The heritage value of using timber decking would be reduced if a non-slip surface is added above.

There is hardwood decking present on the approach below the concrete decking. The condition of the exposed outer ends of the timber decking are poor but the majority of the material is in good condition. Reuse of the hardwood decking would require removal of the asphalt topping and careful cutting of fixings to the stringers below.

Concrete was installed on the current wharf around 60 years ago so a new concrete deck would be consistent with the recent structure. A design life of up to 100 years can be achieved by providing sufficient cover to steel reinforcement and specifying an appropriate concrete mix design. The length of the wharf would make poured in situ concrete challenging as this would need to be pumped from the shore or from a barge. Poured in situ concrete could increase the time taken to rebuild the wharf due to waiting for the concrete to cure over a large number of pours.

The use of an impermeable concrete deck will limit deterioration from rainwater but makes maintenance more difficult as the structural members below would be more difficult to access from above.

A composite deck could be used, with decking available in light weight and panels which can be installed and removed easily. The use of composite decking has a greater heritage impact than using timber or concrete as the existing wharf originally had timber decking which was replaced / covered by concrete decking.

### 3.5.5 Fixings

The fixings were specified in 1906 to be Muntz (brass) metal bolts and many of these fixings appear to be in place but are typically heavily corroded at the surface. It is proposed that stainless steel fixings are used for the rebuilt wharf for compliance with design standards.

### 3.5.6 Piles

Hardwood timber is prone to marine borer such as Toredos which can reduce the life of the structure in the inter-tidal zone. Petone wharf has significant Toredos damage to the piles (Figs. 8 & 9). The risk of deterioration from marine borer can be partially mitigated by the use of timber treatments. Providing barriers around the piles such as fibre-reinforced plastic (FRP) jackets (Fig 10) or Denso wrap is also effective at reducing worm damage. Although visually intrusive, these treatments can be hidden behind timber fenders.



Figure 8: Marine borer damage to a section of pile removed from Petone wharf



Figure 9: Failed copper sheathing and worm damage



Figure 10: Piles with FRP jackets at Petone Wharf

The timber piles generally have deteriorated in the inter-tidal zone with some also having damage at the seabed. It is proposed that for piles in very poor condition the deteriorated section is removed and a new timber pile is connected to the existing pile. Moderate damage can be mitigated with an FRP jacket around the affected area. Both options retain some of the original pile fabric and importantly the pile location is unchanged allowing the footprint / silhouette of the wharf to remain similar.

## 3.6 Provision of Building on wharf

There have always been buildings on the wharf since the original construction there have always been buildings on the wharf until 2017 when the most recent hut was removed due to damage sustained in the Kaikoura earthquake. The original wharf construction drawings show a small timber frame structure on the northwest corner of the wharf head with various buildings added and removed since. (Fig 11). The original building was a similar size to the most recent building with windows and the roof spanning east-west.

## PETONE WHARF FUTURE OPTIONS | HUTT CITY COUNCIL (HCC)

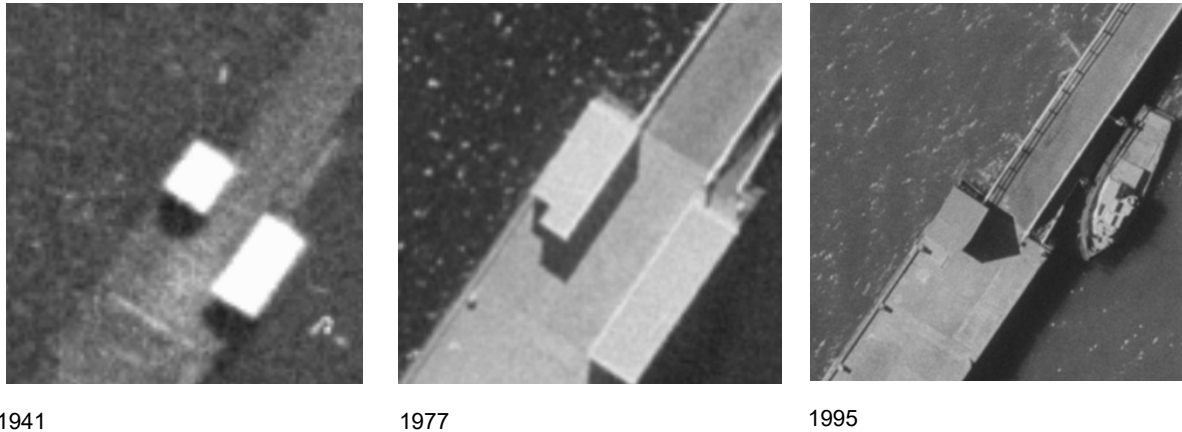


Figure 11: Aerial images showing various buildings on wharf (source HCC historic imagery)

The most recent hut was built around 1990 and was a small weatherboard structure with a corrugated steel roof. The walls, roof trusses and floor from the hut are in poor condition and stored. The roofing steel was severely corroded so was discarded.

The small building on the wharf head is an important feature of the wharf and it is intended that a building is included in the wharf rebuild.

### 3.7 Heritage

The heritage of the structure is considered in detail in the **Align Petone Wharf Conservation** written by StudioPacific Architects.

### 3.8 Consultation

The area around the wharf entrance is also known to have been used by Māori so consultation with iwi on both the wharf design and construction methodology will be undertaken to allow protocols, concerns, input and feedback to be considered.

Petone Wharf is a structure that is of great significant to the community of Petone and has been the defining feature of the shoreline for over 100 years. It is intended that the options in this report are shared with the Petone Community Board and their feedback will be considered in the selection and development of the rebuild Options.

## PETONE WHARF FUTURE OPTIONS | HUTT CITY COUNCIL (HCC)

Stakeholder	Organisation	First name	Last name	Position
Taranaki Whānui ki te Upoko o te Ika (Port Nicholson Block Settlement) Trust	Iwi (PSGE)	Lee	Hunter	Chief Executive
		Kirsty	Tamanui	Business Services & Operations Manager
		Holden	Hohaia	Chairperson
Wellington Tenths Trust	Iwi	Anaru	Smiler	Chairperson
Palmerston North Māori Reserve Trust	Iwi	Liz	Mellish	Chairperson
Hīkoikoi Management Ltd.	Iwi	Mike	Helleur	Chief Executive
		Vicki	Hollywell	Operations Manager
		Richard	Te One	Relationships Liaison Officer
Te Tatau o te Pō Marae	Marae (Iwi)	Lee	Hunter	Manager
		John	Warren	Chairperson
Petone Community Board		Pam	Hanna	Chairperson
Heritage New Zealand		Christine	Barnett	HNZPT Archaeologist
		Dean	Raymond	Area Manager / Planner

Table 2: Summary of cultural stakeholders

## 4 COST ESTIMATES

This section is a place holder for a summary of the cost estimates which will be prepared by AECOM

Option	Rebuild Cost	Maintenance Cost
1. Full Heritage		
2. Trimmed Heritage		
3. Semi-Heritage		
4. Heritage beach, modern end		
5. Demolition (no rebuild)		\$ 0
6. Modern rebuild after demolition of existing	Not costed	Not costed

Table 3: Cost Estimate Summary

## 5 SUSTAINABILITY

Minimising the environmental impact of the project is an important aspect of the design. A high level embodied carbon estimate was completed, focusing on the product and construction stages (A1-5). These emissions can be calculated most accurately and are those which will be emitted in the short term.

### 5.1 Assessment Methodology

A carbon emissions assessment has been performed for options 1 – 4 & 6. The Structural Carbon Tool developed by the Institute of Structural Engineers (IStructE) was used for this assessment. The assessment calculates the embodied carbon (kgCO<sub>2</sub>e) and provides an understanding of the differences between the options and aims to identify opportunities for material reduction.

The carbon factors adopted for these calculations are based on average regional carbon factors which are derived from recent Calibre project experience and industry best practise. These calculations are based on the material quantity estimates for the structural elements of each rebuild option and assumptions around the extent of materials from the current wharf that can be recycled.

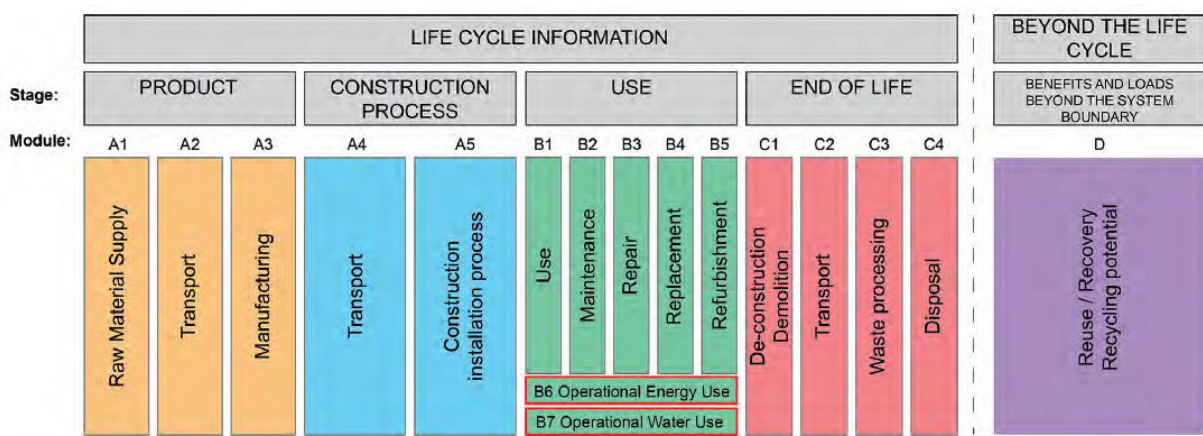


Figure 12: BS EN 15978 Life Cycle stages for a typical building project

The carbon factors are split by lifecycle module and are a function of several aspects such as the procurement process, transport of materials and wastage, and are based on New Zealand specific carbon factors.

$$\text{Embodied carbon (kgCO}_2\text{e)} = \text{material quantity (m}^3\text{)} \times \text{carbon factor (kgCO}_2\text{e/m}^3\text{)}$$

The product and construction stages cover the process of procurement of the raw material until the practical completion of the project. The effect of carbon sequestration, i.e., the removal of carbon dioxide from the atmosphere via photosynthesis is not included, although this is an added benefit of using timber which essentially traps carbon absorbed from the atmosphere during the trees' lifespan in a structure for a significant period of time.

The embodied carbon for the Use and End of Life stages are difficult to quantify. For a wharf the embodied carbon from Module B, Use is considered to be small relative to the earlier stages and it will be similar for all rebuild options.

Module D corresponds to the benefits beyond the system boundary, such as recycling of materials. At present timber materials from the wharves are being used for landscaping however the re-use of material at the end of the wharf's life is difficult to quantify.

### 5.2 Assessment Outcome

The graph below shows the estimated embodied carbon in the re-build options. Options 2-4 are similar and are less than Option 1 due to the reduction in materials being used with the outer 60 m of the wharf not being rebuilt.

A concept for a modern rebuild, Option 6 has not been developed. The estimate for this option is based on similar material volumes as Options 2-4 but using concrete instead of timber.

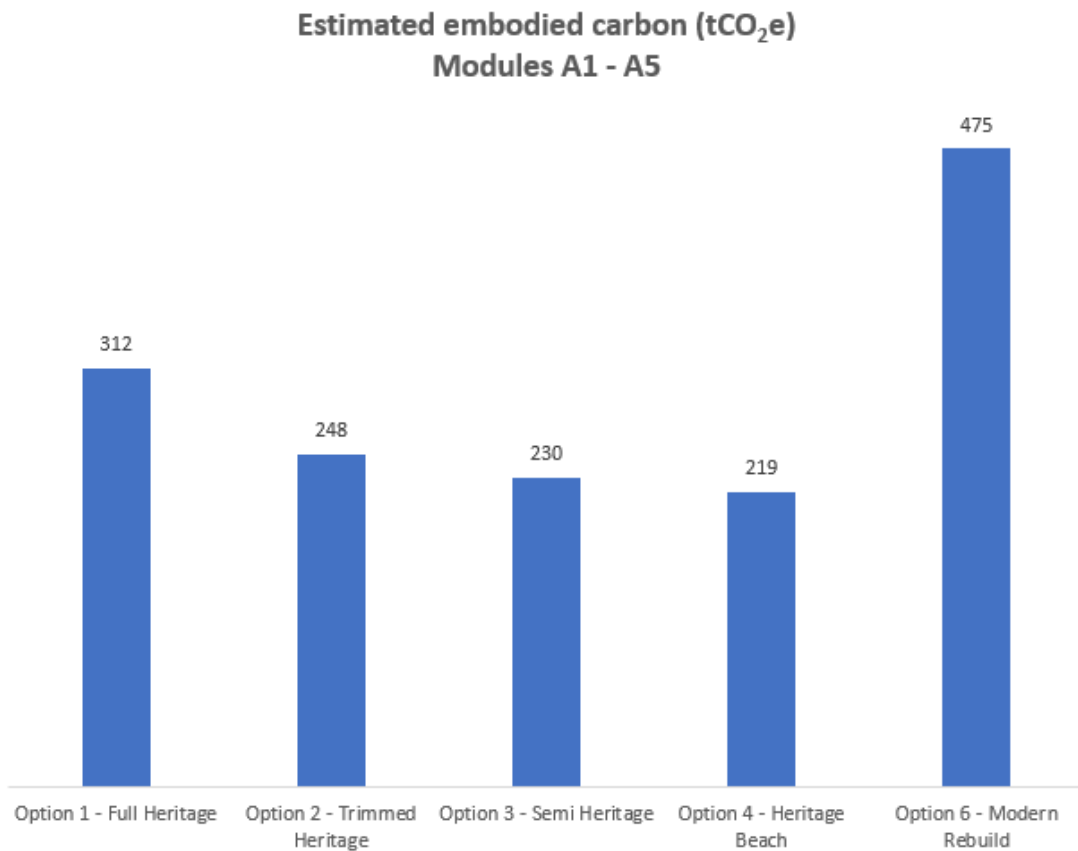


Figure 13: Estimated embodied carbon for options 1 – 4 & 6

## 6 CONSTRUCTION

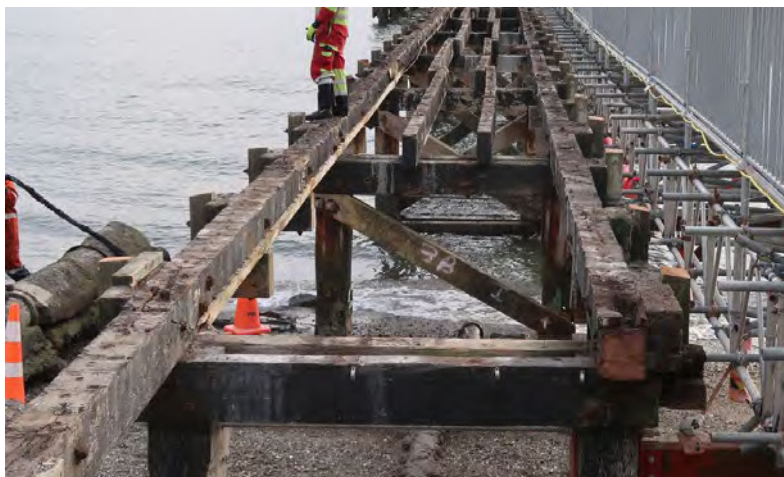
The wharf rebuild is not expected to start until at least mid-2023, this is based on the programme in the Align Petone Wharf Consenting Strategy dated 2021-09-16 provided by Align which has the design and consent finalised in March 2023.

### 6.1 Proposed Construction Methodology

Below we have summarised the steps anticipated for rebuilding Petone Wharf, with photographs of these activities from the refurbishment of the wharves at Days Bay and Rona Bay. All the rebuild options could use a variation of this methodology.



1. Removal of handrail and decking, starting from outer end of wharf working towards shore using light weight plant / barrows.



2. Starting from the shore end using a crane on the beach, the stringers and capping beams are inspected and removed from bent if replacement required

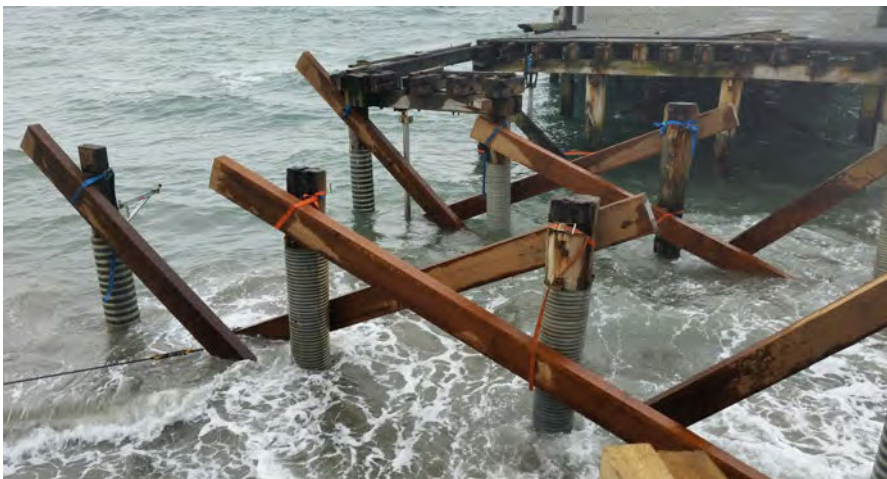


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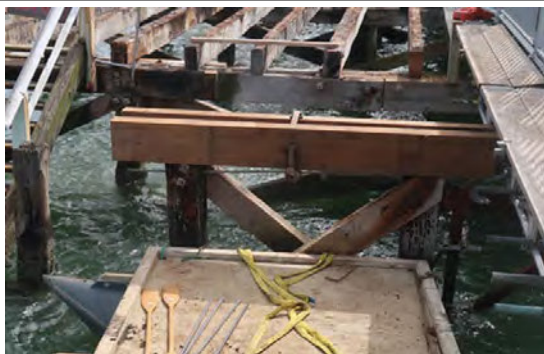


3. Bracing & walers inspected and removed if in poor condition

4. Piles repaired or replaced



5. Bracing & walers replaced if needed



6. New capping beam and stringer beams installed

## PETONE WHARF FUTURE OPTIONS | HUTT CITY COUNCIL (HCC)



7. Temporary decking installed for construction traffic (crane) which will move to onto the repaired area of wharf
8. Process repeats for next wharf section, moving crane onto refurbished area of wharf.



9. New decking installed once heavy construction traffic (crane) is not working in the area
10. Handrails installed, this can be done at end of works to avoid damage from construction traffic

## 6.2 Site Layout

A draft site layout has been created for consenting purposes, this shows how pedestrian and construction traffic and activities will be managed. The drawing is in Appendix A.

## 6.3 Aquifer

A Tonkin & Taylor Geotechnical Desktop Study of HCC Wharf Foundations dated 2017-10-09 report summarised the risk to the Waiwhetu aquifer from construction activity at Petone Wharf. The report noted the risk to be low, however since the report was written we have found newspaper articles stating piles were driven further than was shown on the construction drawings. Tonkin & Taylor have been asked to update their guidance based on our current understanding of the pile embedment.

## 6.4 Environmental Impact

Specialist input will be obtained to summarise the impact of flora and fauna around the wharf, the scope of the input is defined in the Align Petone Wharf Refurbishment - Request for Specialist Input dated 2022-03-19 prepared by Align.

## 6.5 Level of Service During Construction

Petone wharf has been closed since early 2021 due to the poor condition of the outer wharf. A partial reopening would significantly disrupt construction activities so HCC have decided the wharf is to remain closed until the rebuild is complete.

## 6.6 H&S Considerations

It is important to consider health and safety early in the project to ensure that any significant hazards are mitigated by design where possible and other acceptable controls. Some key health and safety considerations for this project include:

- Conflict between construction and pedestrian traffic at wharf entrance
- Safe delivery / collection of materials from wharf laydown area
- Reinstatement of stairs to cart refuge may encourage jumping at shallow water depth
- Safe demolition / renewal of outer wharf which is very poor condition
- Identify construction hazards and maintain the project risk register.
- Falls and drowning
- Public safety at night

## 7 OPTIONS

Following completion of the conservation report a meeting was held with HCC, Calibre, Studio Pacific and Align. Six options were proposed for the future of the wharf. The options are summarised below.

- Option 1. Full Heritage: Same extent and form, salvaged materials where practical and new hardwood
- Option 2. Trimmed Heritage: Shortened wharf using same form, salvaged materials where practical and new hardwood
- Option 3. Semi-Heritage: Shortened wharf using same form. Mixture of traditional and modern materials
- Option 4. Heritage beach and shortened modern end: Limited area of wharf at beach restored using original fabric. Outer wharf uses same form with mixture of traditional and modern materials
- Option 5. Demolition: Removal of wharf with piles cut at seabed and no replacement structure
- Option 6. Demolition and replacement with modern wharf.

These options are summarised in more detail in Table 4 below, which describes the form, extent of the original wharf that will be retained, uses and cost. Visual simulations have been completed by Align showing the impact of removing the outer end of the wharf from various viewpoints around the wharf.

PETONE WHARF FUTURE OPTIONS | HUTT CITY COUNCIL (HCC)

	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 5	OPTION 6
	Full heritage	Trimmed Heritage	Semi Heritage	Heritage Beach, modern end.	Demolition, no rebuild	Modern rebuild after demo
	<i>Same extent and form, salvaged materials, new hardwood.</i>	<i>Lesser extent, same form, salvaged materials, new hardwood.</i>	<i>Lesser extent, same form, less reuse of salvaged materials, new non-hardwood timber.</i>	<i>Beach end reuses original fabric, and original design. Harbour end uses same form, but with some differences.</i>		<i>New design to suit new uses. Likely repositioned to be adjacent to old site, not in same location.</i>
<b>DESIGN</b>						
Shorten wharf	No	Yes	Yes	Yes	N/A	Yes
Bay design, member sizes, member arrangement	Same pile setout and basic construction.	Same pile setout and basic construction.	Same pile setout and basic construction.	Same pile setout and basic construction. New portion could have changes to accommodate new uses.	N/A	New design to suit current uses
Gates	Full recreation using as much original fabric as possible.	Full recreation using as much original fabric as possible.	Recreate original in new material.	Recreate original in new material.	N/A	New gates or no gates
Handrail	Similar to original design, recycled material.	Similar to original design, recycled material.	Recycled or new material per original design	Recycled material similar to original design and modern variation.	N/A	New design to suit current uses
Shed	Design similar to original.	Design similar to original.	Same scale and general form, but useable. New fabric	Harbour end to new design to suit current and new uses. New fabric.	N/A	New design to suit current uses
Cart passing area	Included	Included	None (cut piles down)	None (cut piles down)	N/A	None
Ferry Jetty	Included	Included	Included	Included	N/A	New design to suit current uses
Fendering	Included	Included	Excluded	Excluded	N/A	New design to suit current uses
<b>FABRIC</b>						
Decking	Use salvaged decking timber from Petone Wharf, and additional recycled hardwood from elsewhere.	Use salvaged decking timber from Petone Wharf, and additional recycled hardwood from elsewhere.	Use new hardwood timber or new other timber	Composite plastic/salvaged decking timber from Petone Wharf (limited extent).	N/A	Concrete
Joists	Use salvaged joists from Petone Wharf (minimal), and recycled hardwood from elsewhere.	Use salvaged joists from Petone Wharf (minimal), and recycled hardwood from elsewhere.	Use new hardwood timber or new other timber	Use recycled timber from Petone Wharf, and additional new timber*.	N/A	Concrete
Capping Beams	Use all available salvaged beams from Petone Wharf (very few), and additional recycled / new hardwood	Use all available salvaged beams from Petone Wharf (very few), and additional recycled / new hardwood	Use new hardwood timber or new other timber	Use recycled timber from Petone Wharf, and additional new timber*.	N/A	Concrete
Bracing	Use all available recycled timber from Petone Wharf, and additional recycled hardwood from elsewhere.	Use all available recycled timber from Petone Wharf, and additional recycled hardwood from elsewhere.	Use new hardwood timber or new other timber	Use recycled timber from Petone Wharf, and additional new timber*.	N/A	Concrete
Piles	Existing piles will be repaired (minor or major repair). Virtually all will have the FRP jacket.	Existing piles will be repaired (minor or major repair). Virtually all will have the FRP jacket.	Existing piles will be repaired (minor or major repair). Virtually all will have the FRP jacket.	Existing piles will be repaired. Virtually all will have the FRP jacket.	N/A	Concrete
Fixings	All new	All new	All new	All new	N/A	All new
<b>HERITAGE</b>						
Amount of original fabric	Small	Smaller	Smallest	Smallest	None	None
Design authenticity	Highest	High	Some	High at beach, then low.	None	None
<b>USES</b>						
Uses	Current uses	Current uses	Better fishing, small shop.	Could allow for more uses - shop, swimming, better fishing, sitting.	None	Could allow for more uses - shop, swimming, better fishing, sitting.
<b>SUSTAINABILITY</b>						
Estimated embodied carbon (tCO <sub>2e</sub> )	429	354	342	345	N/A	959
<b>COST</b>						
Capital	Highest (likely prohibitive)	High	Moderate - High	Cost related to any increases in uses.	Least	TBC
Maintenance	Largest	Large	Large	Moderate	None	Least

Table 4: Draft Options for Wharf Renewal

## 8 REFERENCES

1. Wharf Construction Drawings and contract documents
2. Wharf refurbishment (1960's) contract documents
3. Calibre HCC Wharf Condition Report dated 2021-11-04
4. Align Petone Wharf Conservation Plan dated 2022-02-23
5. GK Shaw Petone Wharf Outer Wharf Structure (Dive inspection) Report dated 2021-04
6. Newspaper clippings from 1908-1910 describing slumping <https://paperspast.natlib.govt.nz/>
7. Tonkin & Taylor Geotechnical Desktop Study of HCC Wharf Foundations dated 2017-10-09
8. Sea level rise report (to be added in future report revision)
9. Align Petone Wharf Consenting Strategy dated 2021-09-16
10. Align Visual Simulations Petone Wharf dated 2022-02-04
11. Align Petone Wharf Refurbishment - Request for Specialist Input dated 2022-03-19
12. AECOM Petone Wharf Quantitative risk assessment, dated 2021-05-18
13. Institution of Structural Engineers. How to calculate embodied carbon (2<sup>nd</sup> edition) dated 2022-03

## 9 LIMITATIONS AND DISCLAIMERS

This report has been prepared by Calibre Consulting Ltd (**Calibre**) at the request of or Hutt City Council (**HCC**) for the purpose of facilitating a discussion based on the Scope herein.

Calibre has relied on and referenced certain reports and information prepared by third parties, including HCC, as well as other consultants and specialists. Calibre is not responsible for the accuracy, relevance, and completeness of such information. It is recommended that any reliance on the same is subject to independent review and assessment.

Calibre, or any employee or sub-consultant of Calibre, do not accept liability for:

- The accuracy, completeness or relevancy of the contents of this report;
- The reliance on the contents of this report by any party other than the HCC and use of this report for any purpose other than facilitating discussions and consultation to consider options for remediating the wharf.
- These limitations and disclaimers shall apply notwithstanding that the report may be made available to other third parties and for the purpose of public consultation.
- This report is limited to the description of the scope, and excludes anything which is not expressly recorded including (but not limited to):
  - The degree of compliance with the New Zealand Building Act 1994 or any other relevant codes or standards other than the structural aspects of the structure; and
  - The drawings included in Appendix A are for concept designs and are not final. These are provided only for the purpose of considering options.

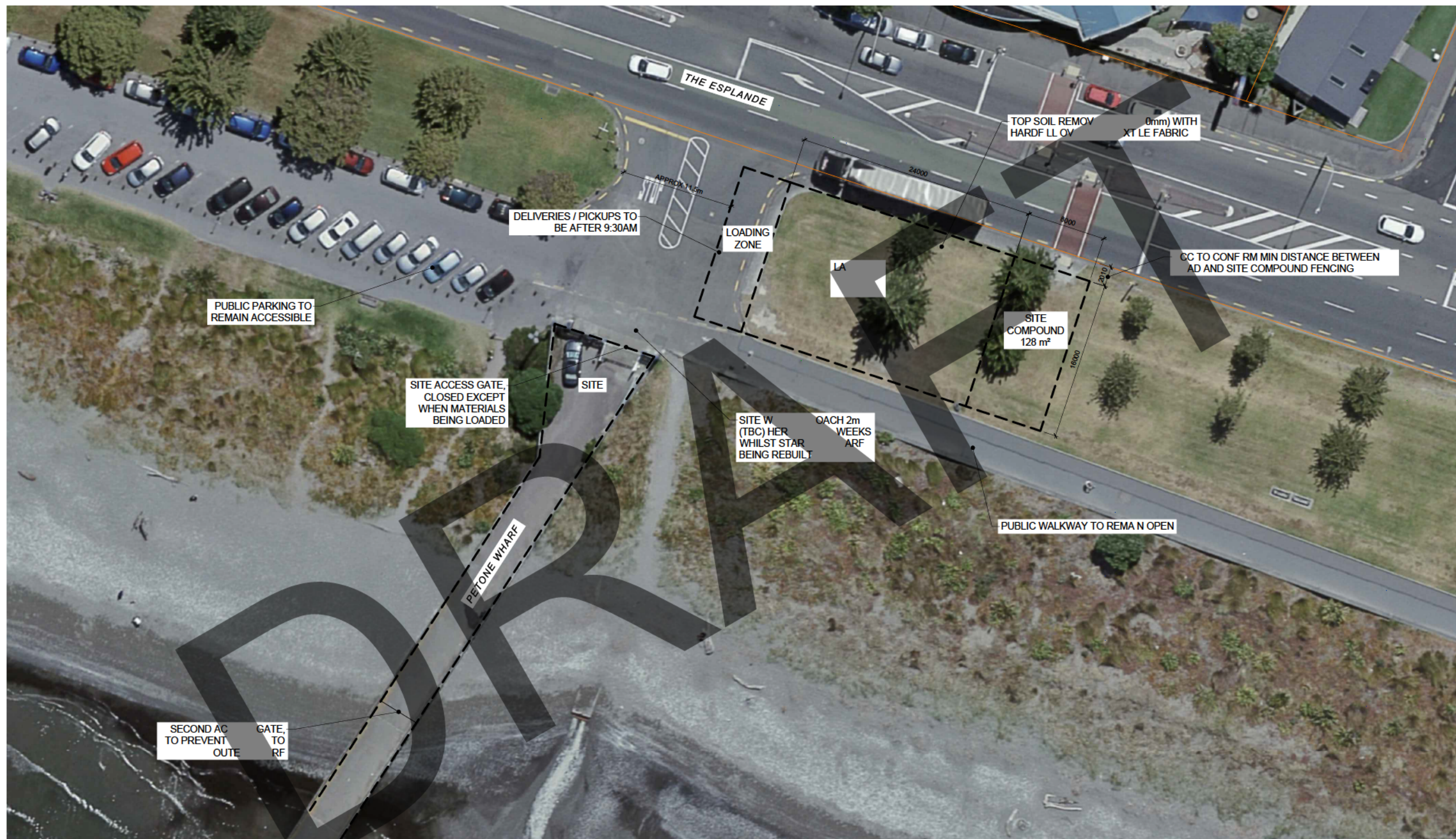
In accepting delivery of, and in using this report, HCC accepts and agrees that the report is subject to the disclaimers and exclusions contained herein, and indemnifies Calibre for all losses, expenses or claims arising from the use or reliance on this report by any third party, including but not limited to the users or occupiers of the structure.

Appendix A - Wharf Rebuild Drawings

Drawing List

- 709066 – P - S141 – Site Plan / Layout
- 709066 – P – S460 – Concept Drawing Option 1 – Full Heritage
- 709066 – P – S461 – Concept Drawing Option 2 – Trimmed Heritage
- 709066 – P – S462 – Concept Drawing Option 3 – Semi Heritage
- 709066 – P – S463 – Concept Drawing Option 4 – Heritage Beach, modern end





**SITE PLAN AT WHARF ENTRANCE**  
 1:200 @ A1  
 1:400 @ A3

**PRELIMINARY ONLY**  
**NOT FOR CONSTRUCTION**

Revision	App	Date	Approved	TA
-	-	-	Surveyed	-
-	-	-	Designed	TA 10/21
-	-	-	Drawn	DM 10/21
-	-	-	Reviewed	-
-	-	-	Approved	TA 10/21



Client  
**Hutt City Council**  
 Wharf Repairs & Maintenance

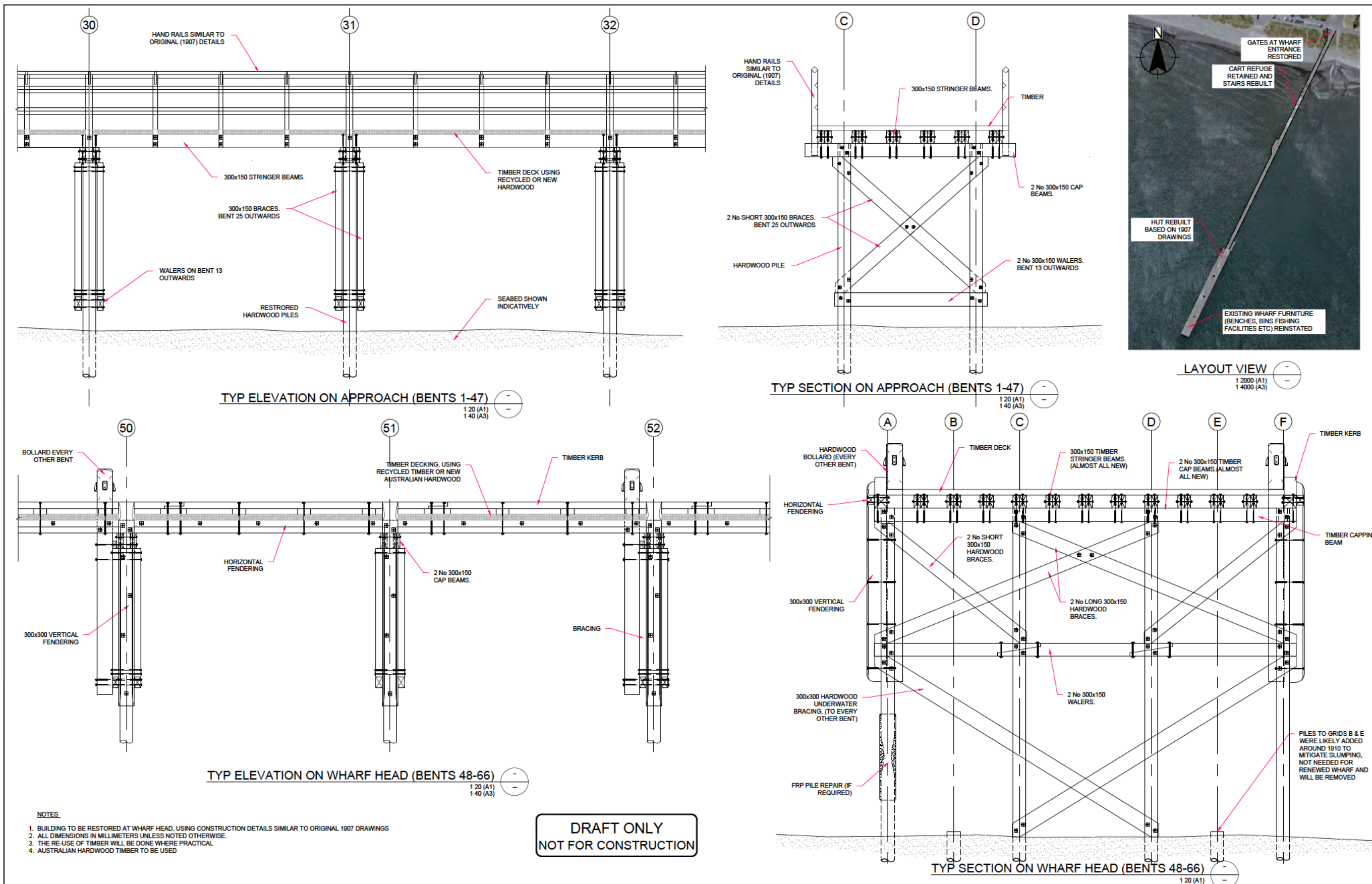
Sheet Title  
**PETONE WHARF**  
 SITE PLAN / LAYOUT

Level 13  
 Kordia House  
 109-125 Willis Street  
 Wellington 6011  
 +64 4 384 2029  
 calibregroup.com



Scale (A1 Original)		
SCALE AS NOTED		
Project No	Sheet	Revision
709066.004	S141	0

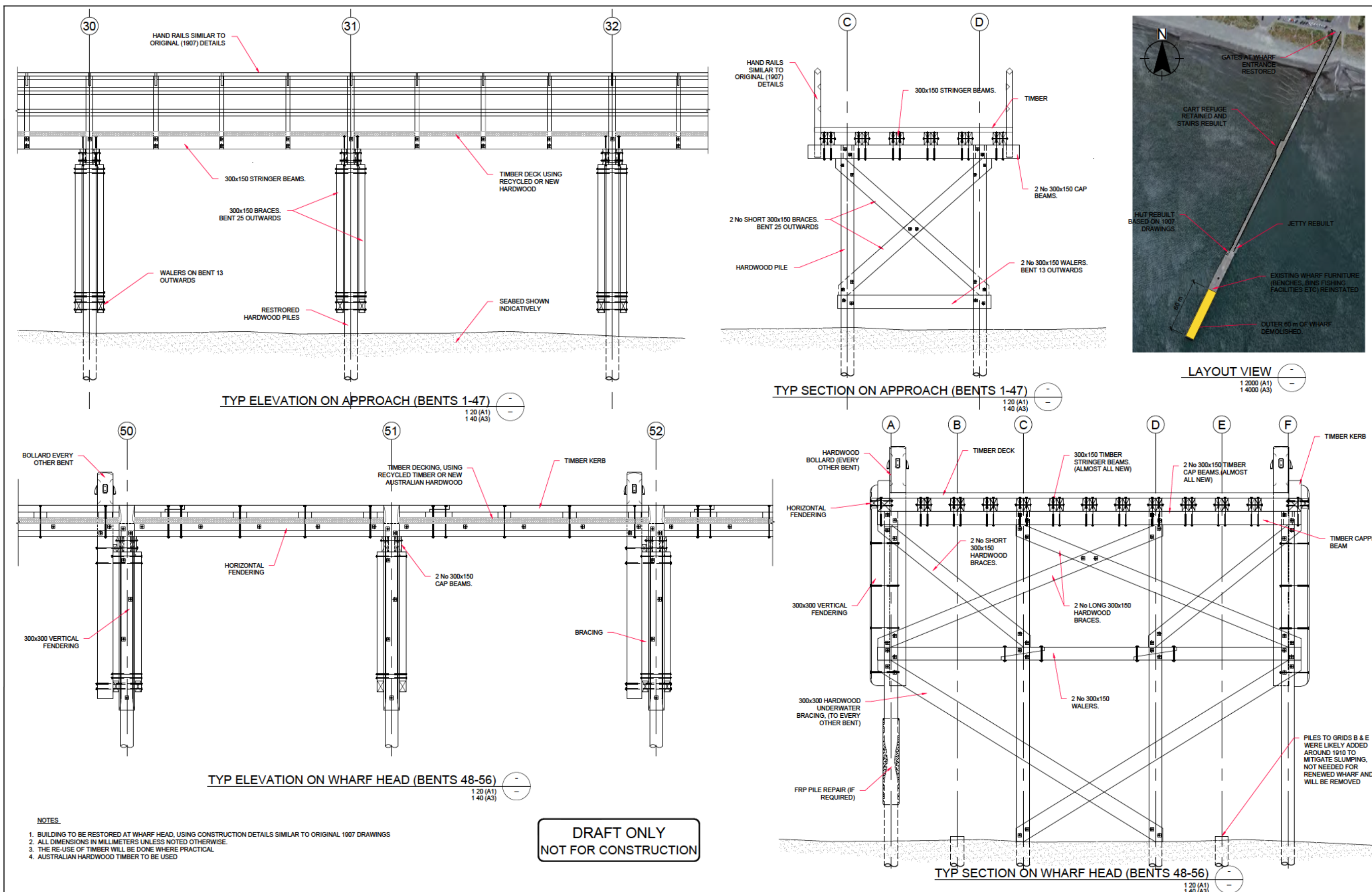
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	Surveyed - Designed TA Drawn TA Reviewed - Approved -	Client 03/22 03/22		Project Title Hutt City Council Petone Wharf Renewal	Sheet Title PETONE WHARF CONCEPTS OPTION 1 'FULL' HERITAGE	Level 13 Kordia House 109-125 Willis Street Wellington 6011 +64 4 384 2029 calibregroup.com		Scale (A1 Original) SCALE AS NOTED
	Revision App Date	Project No 709066-P		Sheet S460	Revision 0			

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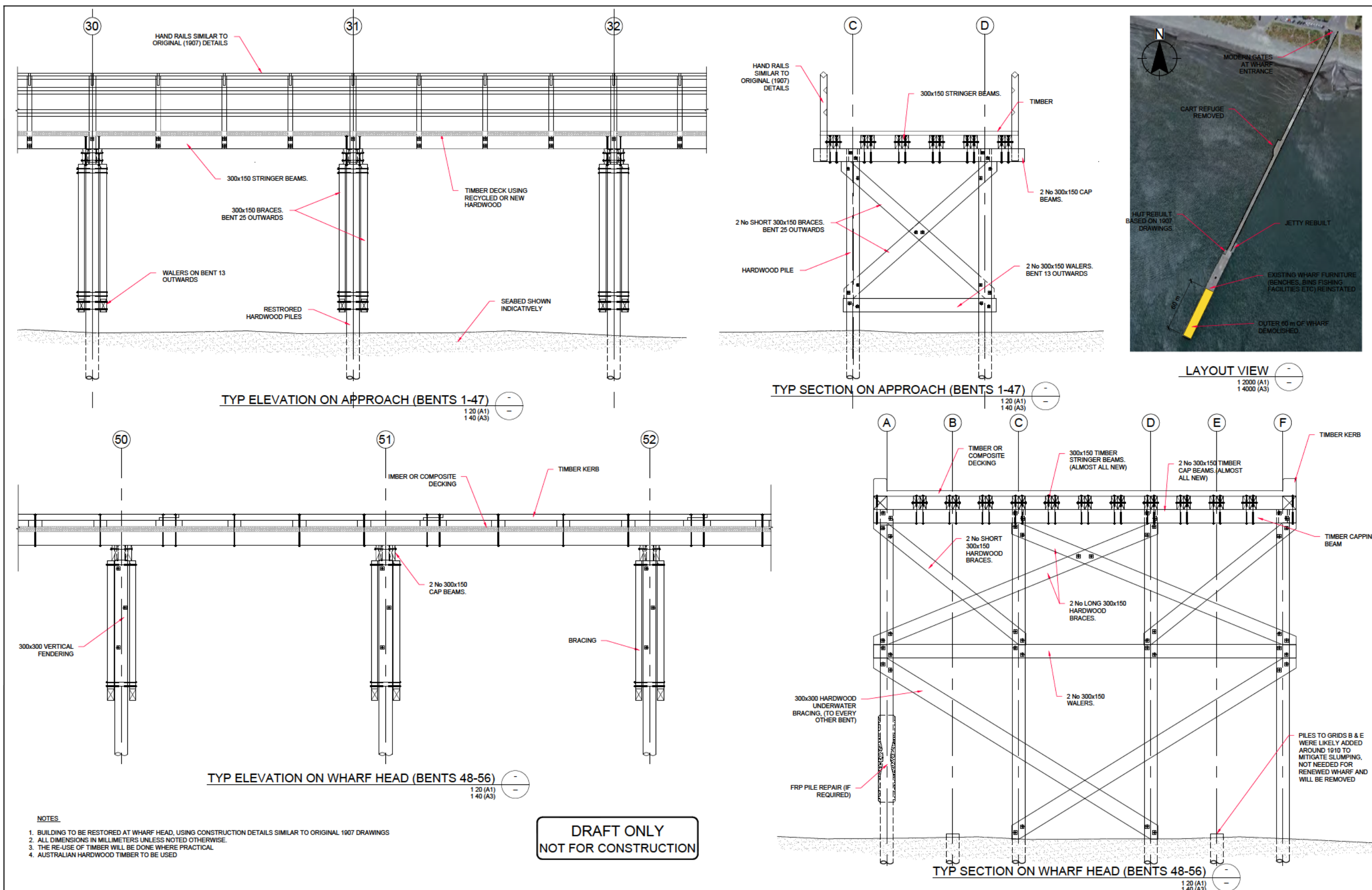
H:\WL\0709066 HCC Wharf Maintenance\320 Drawings\3\_Drawing\IP - Petone\0709066-P\_3100 WORKING.dwg, Plotted By Tom Arthur at 24/05/2022 2:22:11 pm Scale 1:1



- NOTES**
- BUILDING TO BE RESTORED AT WHARF HEAD, USING CONSTRUCTION DETAILS SIMILAR TO ORIGINAL 1907 DRAWINGS
  - ALL DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE
  - THE RE-USE OF TIMBER WILL BE DONE WHERE PRACTICAL
  - AUSTRALIAN HARDWOOD TIMBER TO BE USED

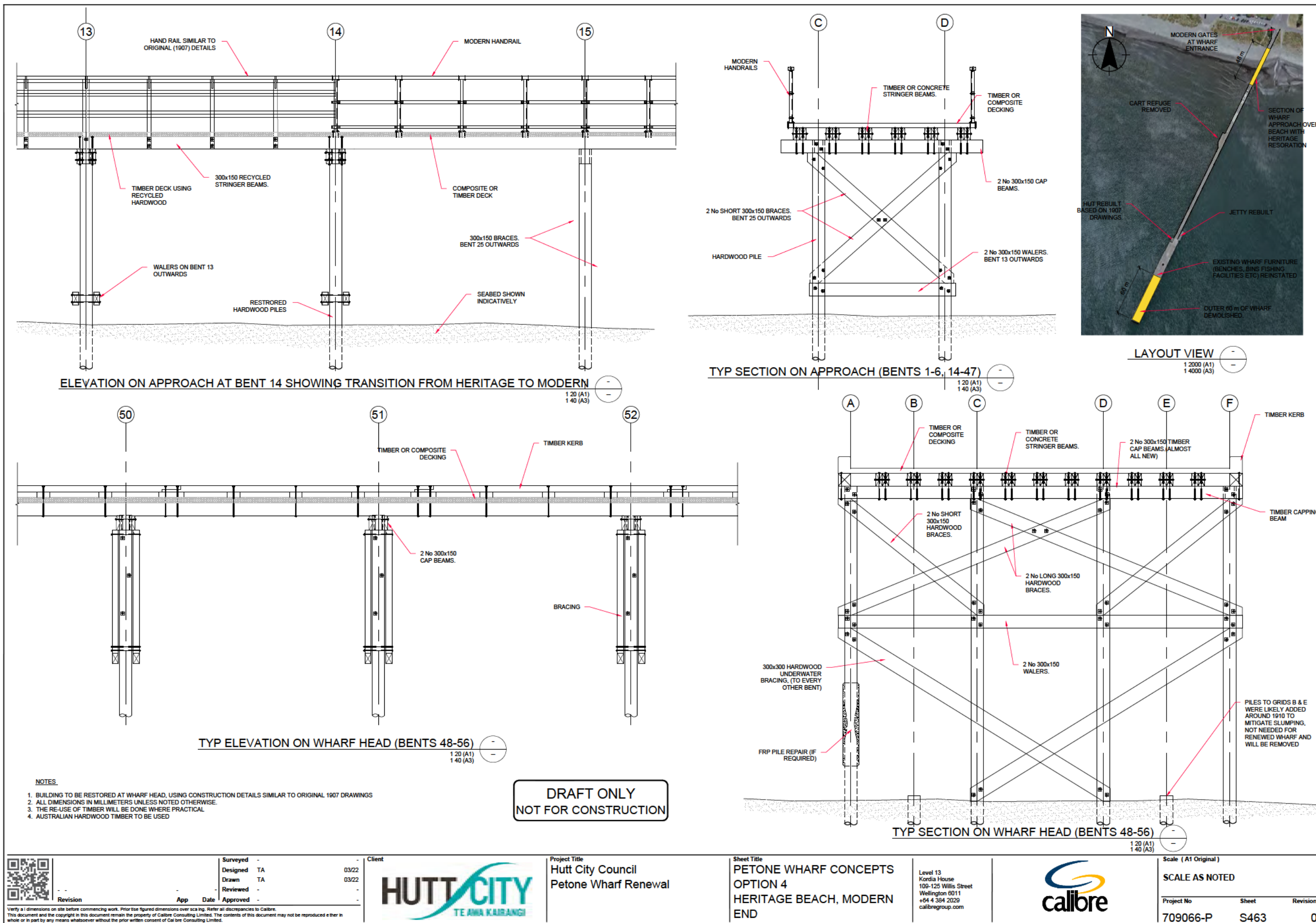
**DRAFT ONLY  
NOT FOR CONSTRUCTION**

	Surveyed - Designed TA Drawn TA Reviewed - Approved -	Client Hutt City Council Petone Wharf Renewal	Project Title Hutt City Council Petone Wharf Renewal	Sheet Title PETONE WHARF CONCEPTS OPTION 2 TRIMMED HERITAGE	Level 13 Kordia House 109-125 Willis Street Wellington 6011 +64 4 384 2029 calibregroup.com		Scale (A1 Original) SCALE AS NOTED
	Revision App Date Approved	Hutt City TE ANIA KAIRANGI	Project No 709066-P	Sheet S461	Revision 0	Project No 709066-P Sheet S461 Revision 0	



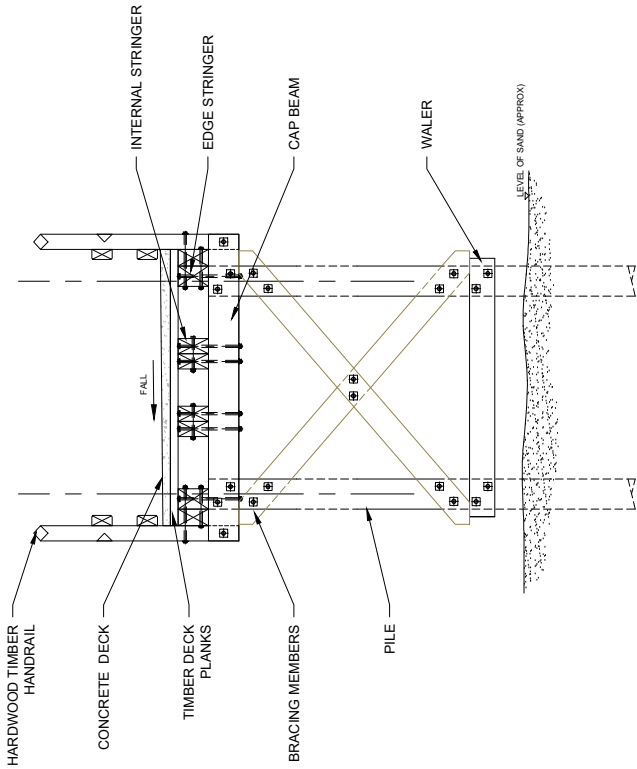
	Surveyed - Designed TA Drawn TA Reviewed - Approved -	Client Hutt City Council Petone Wharf Renewal	Project Title Hutt City Council Petone Wharf Renewal	Sheet Title PETONE WHARF CONCEPTS OPTION 3 SEMI - HERITAGE	Level 13 Kordia House 109-125 Willis Street Wellington 6011 +64 4 384 2029 calibregroup.com		Scale (A1 Original) SCALE AS NOTED
	Revision App Date	Hutt City TE ANIA KAIRANGI	Project No 709066-P	Sheet S462	Revision 0	Project No 709066-P Sheet S462 Revision 0	

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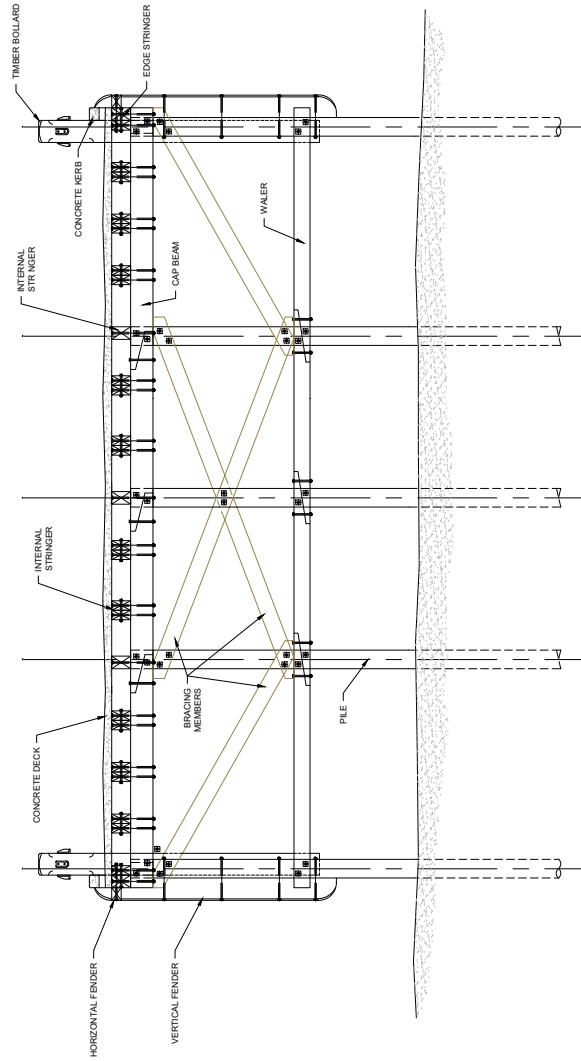


	Surveyed - Designed TA Drawn TA Reviewed - Approved -	Client 03/22 03/22		Project Title Hutt City Council Petone Wharf Renewal	Sheet Title PETONE WHARF CONCEPTS OPTION 4 HERITAGE BEACH, MODERN END	Level 13 Kordia House 109-125 Willis Street Wellington 6011 +64 4 384 2029 calibregroup.com		Scale (A1 Original) SCALE AS NOTED
	Revision App Date	Project No 709066-P		Sheet S463				Revision 0

Appendix B - Typical Wharf Components



TYPICAL SECTION OF WHARF APPROACH



TYPICAL SECTION OF EXISTING WHARF HEAD



Revision	App	Date	Approved

Surveyed -  
 Designed -  
 Drawn -  
 Reviewed -  
 Approved -  
 Checked -  
 Issued -  
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Project Title  
**Hutt City Council**  
**Wharf Repairs & Maintenance**

Sheet Title  
**TYPICAL WHARF COMPONENTS**

Level 13  
 Korda Housheer  
 Wellington 6011 Street  
 6 38 2029  
 cal@kordahousheer.com



Scale (A1 Original)  
**SCALE AS NOTED**

Project No  
**709066**

Revision  
 Sheet  
 -  
 -  
 Project No  
**709066**



# CONTACT US

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+64 4 384 2029



[WWW.CALIBREGROUP.COM](http://WWW.CALIBREGROUP.COM)



## For Action

---

**MEMO TO:** Ravi Soni - Traffic Engineer  
**COPY TO:** Bob Hu, Traffic Engineering Manager - Transport  
**DATE:** 19 April 2022  
**MEETING:** Petone Community Board | Poari Hapori o Pito-one Meeting of 11/04/2022

---

Please note for your action / information the following decision arising from the meeting named above:

**PCB 22202**                      **Proposed New Private Street Name:**  
**FILE REF**                      **124 Richmond Street, Petone**  
22/621  
**AGENDA ITEM NO.** PCB2022/2/60

**RESOLVED:** (Ms Hanna/Ms Yung)                      **Minute No. PCB 22202**

*"That the Board:*

- (1) notes and receives the report;*
- (2) notes that the new private road (Road 1) will continue the use of the name 'John Street'.*
- (3) approves a new street name for new private road (Road 2) shown in Appendix 1 of the report, as "Te Ara o Rīpeka Wharawhara";*
- (4) approves a new street name for new private road (Road 3) shown in Appendix 1 of the report, as "Te Ara o Te Amo Hōhipene";*
- (5) approves a back-up name for the new private roads shown in Appendix 1 of the report, as "Te Ara o Tākiri Love"."*

For the reasons that the development may proceed to completion as a variety of utility connections and other administrative bodies require formalised street addresses for the necessary connections to be provided.

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**SPECIFIC ACTIONS REQUIRED:**