



5 February 2026

Glenn Eveleigh

s7(2)(a)

Tēnā koe Glenn,

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

We refer to your official information request dated 4 January 2026, seeking information on the Waione Street walkway and seating area project delivered as part of the Pito One Landings/Petone 2040 programme. Specifically, you requested:

1. Project costs

- *The total approved budget for the project.*
- *The final or most recent estimated outturn cost.*
- *A breakdown of costs by major component (e.g. design, construction, landscaping, cultural elements, traffic management, project management), if available.*

2. Internal documentation

- *Any internal reports, business cases, project plans, scope documents, or cost-benefit analyses prepared in relation to this project.*
- *Any internal correspondence, memos, or reports discussing the project's purpose, design, costs, or delivery.*

3. Briefings to elected members

- *Copies of any briefings, reports, presentations, or agenda papers provided to the Mayor and/or Councillors relating to this project, including workshops, briefings, or committee meetings.*

- *Any recommendations or decisions made by elected members regarding approval, scope, funding, or delivery of the project.*

On 13 January 2026, we wrote to you to clarify the scope of your request. In particular, we noted that some of the documents you had requested, such as internal reports and project plans, had gone through many iterations and that providing all historical versions would require substantial collation. We asked whether you wished to receive only the most recent or final versions of documents. You responded the same day and confirmed that final versions should be provided, and that for internal correspondence you were seeking internal communications relating to project costs only.

Answer:

In response to your questions about project budgets, the total approved budget for the Hikoikoi Landing project is \$600,000. This project is being delivered within that approved budget, and the full amount is expected to be used. The breakdown of the budgeted allocations for the major components of the project is as follows:

- Resource consents, traffic management, environmental management and other preliminary costs: **\$110,000.00**
- Hutt River Trail entrance area (including paving, seating, planting, foundations, boulders, mulching): **\$130,000.00**
- West entrance (including bollards, mowing strip, kerb, planting, mulching, boulders): **\$25,000.00**
- Sculptures (waka tote and pā kahawai, including foundations and installation): **\$38,000.00**
- Path (including sub-base, basecourse, asphalt concrete surface, timber edging, removal of surplus soil): **\$170,000.00**
- Riparian planting, arborist and maintenance for the first three months: **\$32,000.00**
- Structural engineer (review of foundation drawings): **\$4,000.00**
- Contingency: **\$90,000.00**

By way of context for part 2 of your request, this project forms part of the wider Petone 2040 programme. Funding for the 10-year programme was consulted on and approved through the Long-term Plan 2021–2031, and no additional business case, cost–benefit analysis or separate Council decision was required for this specific project. The current Project Plan is included as **Appendix 1** and has been released to you in full, however the Comms & Engagement Plan mentioned in these documents has been withheld in full under section 7(2)(f)(i) of the LGOIMA, as release would be likely to prejudice the effective conduct of public affairs by undermining the Council's ability to plan and manage its engagement and communications processes effectively.

Regarding internal correspondence, you clarified that you seek only internal discussions relating to project costs. However, correspondence of this nature is withheld under section 7(2)(b)(ii) of the LGOIMA, as release would likely unreasonably prejudice the commercial position of suppliers because most project components were competitively tendered. We have considered whether the public interest outweighs the need to withhold this information, and in this case it does not.

In response to your request for briefings to elected members, all updates provided to elected members, including updates to the Mayor and Deputy Mayor, are listed in **Appendix 2** below, which will accompany this letter at the time of release. Please note, some information has been withheld under section 7(2)(a) of the LGOIMA, to protect the privacy of natural persons. Similarly, this project reported to the external Pito One Projects Steering Group. All written updates and presentations provided to that group are listed in **Appendix 3** below, which will also be provided along with the released documents.

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

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

Ngā mihi nui

A handwritten signature in black ink, appearing to read 'Rebekah'.

Rebekah van der Splinter

Senior Advisor, Official Information and Privacy

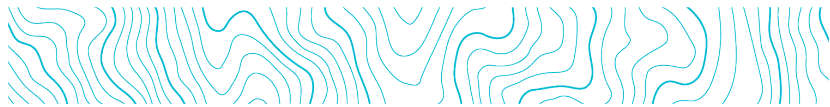
Appendix 2: Elected Member Briefings and Updates

Number	Date	Document Type	Title/Subject Line	Redaction Grounds
1	12 February 2024	Elected Member briefing presentation	Supporting Pito-one Projects	Released to you in full.
2	11 July 2024	Director's report (Committee update)	Directors report I&R	
3	15 July 2024	Deputy Mayor briefing memo / update	Deputy Mayor Update 15th July 2024 – Petone 2040 – Pito One Landings Projects	
4	19 August 2024	Deputy Mayor / Steering Group update	Deputy Mayor & Pito One Steering Group Update 19th August 2024 – Pito One Landings Projects	
5	3 October 2024	Deputy Mayor briefing memo	Briefing Note: Pito One Landings / October 2024 – Petone 2040: Pito One Landings Project Briefing Note	
6	16 October 2024	Email	FW: Pito One Landings update: Trial of a low-mow meadow to commence	Some information has been withheld under s7(2)(a).
7	27 November 2024	Email	Elected Members Update to be issued tomorrow	Some information has been withheld under s7(2)(a).

Number	Date	Document Type	Title/Subject Line	Redaction Grounds
8	2 December 2024	Deputy Mayor briefing memo	Briefing Note: Pito One Landings / November 2024 – Petone 2040: Pito One Landings Project Briefing Note	Released to you in full.
9	3 March 2025	Deputy Mayor briefing memo	Briefing Note: Pito One Landings / February 2025 – Petone 2040: Pito One Landings Project Briefing Note	
10	7 April 2025	Mayor briefing memo / update	Mayor Update 7 April 2025 – Pito One Landings	
11	9 April 2025	Email	Waione Shared Path approval	Some information has been withheld under s7(2)(a).
12	5 November 2025	Email	EM Update Pito One Landings	Some information has been withheld under s7(2)(a).

Appendix 3: Steering Group Briefings and Updates

Number	Date	Document Type	Title/Subject Line	Redaction Grounds
1	25 March 2024	Steering Group presentation / briefing	Supporting Pito-one Projects (Petone 2040 Steering Group presentation March 2024)	Released to you in full.
2	10 July 2024	Steering Group presentation / briefing	Pito One Landings (Steering Group Presentation July 2024)	
3	3 October 2024	Steering Group presentation / briefing	Pito One Landings – Thursday 3rd Oct Progress Update	
4	2 December 2024	Steering Group presentation / briefing	Pito One Landings – Hīkoikoi Landing Concept (Pito One Steering Group presentation December 2024)	
5	3 March 2025	Steering Group presentation / briefing	Pito One Landings – Pito One Steering Group (03/03/2025)	



Project Initiation Document (PID)

Project details

Project Name:	Pito One Landings Projects – Hīkoikoi Landing & Pito One Pā Landing	Project ID:	
Project Manager:	Bethany Gale – Team Lead Hayley Jeffrey – Hīkoikoi Landing Rong Qian – Pito One Pā Landing	Project Sponsor:	Lucie Desrosier, Head of Urban Development
Author:	Bethany Gale	SharePoint Ref:	

Document history

Date	Version #	Initiated by	Summary of Changes
25/07/2024	01	Bethany Gale	First Draft
28/02/2025	02	Bethany Gale	For Approval

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1. About this document

Document purpose

The purpose of this document is to:

- Establish a basis on which the project will be managed and monitored.
- Provide a baseline against which the overall success of the project will be assessed.

2. Document use

The document will be used for two purposes:

- To ensure the project has a sound basis on which to seek the commitment of resources and authority to proceed from the Project Sponsor.
- To form a base document against which the Project Sponsor can assess progress and control the project.

3. Associated documents

The following documents should be read in conjunction to this PID

Document	Link
Comms & Engagement Plan	C&E plan Pito One Landings.docx

4. Project definition

Background:

To implement the Petone 2040 Spatial Plan in areas of historical and ecological significance to the Pito One community and Mana Whenua. The project seeks to enhance these spaces, building a greater sense place and aligning with the long-term vision of the “Petone 2040 spatial plan”.

Reasons why the project is needed:

- The funding for the project is approved in the 2024-34 Long Term Plan.
- Local community has shown strong support for the development of the Petone 2040 Spatial Plan. However, since 2017, Hutt City Council (HCC) has completed only one capital project aligned with the 2040 initiative. Any further postponement of project implementation risks eroding the community's trust in HCC's capacity to fulfil its commitments.
- The Petone community has expressed concern around the upkeep of public facilities within Petone. Failing to enhance the public domain in Petone may exacerbate the 'broken windows' effect, increasing the potential for vandalism in response to the deterioration of public space.
- Failing to enhance accessibility for these public sites would result in HCC remaining non-compliant with its obligations outlined in the Local Government Act to ensure equitable access for all residents.

5. Project benefits

Through small scale public space initiatives, the project endeavours to create vibrant and accessible entrance points and pathways that honour the cultural and environmental heritage of Petone. This will contribute to the community's access to their history and access natural spaces, leading to health and well-being improvements.

The anticipated benefits through this project are:

- Support low carbon mode shift by increasing safer, better connected, and more accessible pedestrian and cycle routes.
- Recognise and celebrate sites of significance for Mana Whenua not currently well represented within the urban fabric of Pito One.
- Improve the quality and kerb appeal of existing public spaces that have been overlooked in recent years.

6. Project objectives

The objectives of the two *Pito One Landings* projects are to:

- Implement Petone 2040 spatial plan goals.
- Implement Mana Whenua design principles and reflect local cultural stories and history.
- Improve accessibility through embodying manaaki across both projects.

- Deliver the two projects in the allocated budget and timeframe.

7. Critical success factors

It is possible for the project to produce all the required deliverables within the agreed timeframes and budget and still not be assessed as a 'success' by the organisation or key stakeholders. The critical success factors set out below have been developed in order to guide the project on how the organisation and stakeholders will assess the project as successful.

- Delivery and Implementation of Petone 2040 spatial plan goals through the projects.
- Delivery of improved accessibility in the projects.
- Positive engagement and communication with affected stakeholders.
- Mana Whenua are appropriately and meaningfully engaged with.
- Mana Whenua Design Principles are delivered through the projects.

8. Project scope

The project scope is set out below.

In Scope	Out of Scope
Project management	Road crossings
Engagement with Mana Whenua	Hutt River Trail surfacing upgrades
Design and delivery of public space improvements within the two project areas	Waione Bridge improvements
External Engagement with affected stakeholders	Wider community engagement

9. Drivers and constraints

Describe the environmental factors, both positive and negative, that have made you choose the approach in the next section. Consider drivers and constraints in

relation to the approach, solutions, processes or products delivered by the project.

Drivers:

- LTP budget for Petone 2040 spatial plan.
- Opening of Te Ara Tupua and Tupua Horo Nuku due in 2026.

Constraints:

- Approvals – For Hīkoikoi Landing, approvals are needed from Greater Wellington Regional Council as the majority of the site is owned by Greater Wellington but maintained by HCC.
- Budget – the projects must be delivered within the set budget. If additional scope is identified and unforeseen costs arise, the solution may have to be reduced in scope and the project may not be able to meet all of its objectives.
- Weather – Impacts on construction and planting timing due to weather.
- Resource & Capacity – The Urban Design team are a team of 5 and so the work will need to be staged around capacity.

10. Project approach

Describe the high-level approach to the project, such as how the project might be staged (of phased) and whether the work will be split into workstreams. If the project involves people from different organisations, groups etc, it might be useful to include how the group will work together.

During the design phase each project will follow landscape architecture stages of design:

- Predesign/Analysis
- Concept
- Developed Design
- Construction & Tender Documentation

Delivery:

- Construction
- Handover / Close

The aim will be to deliver Hīkoikoi Landing first. To limit risks to the programme, opportunities to bring forward works on Pito One Pā Landing will be explored.

11. Project milestones

The below sets out the key milestones that will be delivered in each stage of the project. See High-level project plan (timeline/programme).

Hīkoikoi Landing

Stage (Deliver / Close)	Due date	Milestone
Predesign/ Analysis	2 nd August 2024	Presentation of analysis to Pito One Steering Group 29/07/24
Concept	1 st November 2024	Concept plan
Developed Design	28 th February 2025	Developed design pack
Construction & Tender Documentation	April 2025	Tender package
Construction / Implementation	June 2025	Starting of construction works
Handover / Close	TBC	Construction finished

Pito One Pā Landing

Stage (Deliver / Close)	Due date	Milestone
Predesign/ Analysis	2 nd August 2024	Presentation of analysis to Pito One Steering Group 29/07/24
Concept	February 2025	Concept plan
Developed Design	April 2025	Developed design pack

Construction & Tender Documentation	June 2025	Tender package
Construction / Implementation	August 2025	Starting of construction works
Handover / Close	TBC	Construction finished

12. Assumptions

This PID has been developed based on the following assumptions

- Priority will be given to this work by the Urban Design Team.
- That governance and decision-making is at Director level, given the level of budget for each project.
- That the projects stem from wider community engagement on the Petone 2040 spatial plan, so the programme is based on the Pito One Project Steering Group representing the community, and engagement will be only with affected stakeholders. This allows us to start delivering on community aspirations earlier.

13. Linkages and dependencies

This project has some links and dependencies with other projects and functions within the organisation. These are set out in the table below:

Dependency	Description of dependency and how it will be managed	Responsibility
Urban Development Resourcing	If necessary, the project and contractor management of the projects will be contracted out depending on workload of the team.	Bethany Gale
Business unit engagement	A number of business units (e.g. Transport, Parks and Reserves etc.) will be instrumental in delivering a coordinated approach.	Hayley Jeffrey

14. Project roles and descriptions

The following people are assigned to the project in a project governance role and act as the Pito One Landings Working Group:

Role	Name	Designation
Governance Owner	Jon Kingsbury	Director of Economy & Development
Project Sponsor	Lucie Desrosiers	Head of Urban Development

In addition to project governance, the following roles will form the basis of the project team:

Role	Name	Designation
Programme Manager	Bethany Gale	Urban Design Lead
Project Manager & Workstream Leader – Hīkoikoi Landing	Hayley Jeffrey	Urban Designer
Project Manager & Workstream Leader – Pito One Pā Landing	Rong Qian	Landscape Architect
Project Team & Te Tira Māori	Joshua Ambler	Kaupapa Māori Design Officer
Communication Advisor	Kylie Armstrong	Senior Communications & Engagement Advisor
Transport Engineering Subject Matter Expert	Evandro Scherer	Transport Engineering Manager

Additional key stakeholders

Role	Name	Designation
Previous Co-Chair of Pito One Projects Steering Group	Andrea Blackshaw	Director of Neighbourhoods & Communities

Asset owner – Parks & Reserves	Corryn Elliott	Parks Asset Manager
Asset owner – Transport & maintenance	Colin Lunn	Maintenance & Renewals Manager
Pito One Projects Steering Group	Tui Lewis	Chairperson
Greater Wellington Regional Council	Mike Jensen	Wellington Area Engineer
Wellington Water	Sam Leister	Network Controller

15. Detailed roles and responsibilities

The table below sets out the roles and responsibilities within the project structure:

(Refer to the roles and responsibilities summary in the Project Delivery Framework)

Role	Responsibility
Governance Owner	<i>Approves the PID</i>
Project Sponsor	<i>Ultimately responsible for the project's success. Ensures the project delivers the business benefits required by the organisation.</i>
Pito One Projects Steering Group	<i>Provide advice on key decisions and issues to the Project Executive. Hold the Project Executive to account and take responsibility for project assurance within their area of responsibility.</i>
Programme Manager	<i>Monitor the overall programme and projects. Authorise work packages.</i>

Project Manager	<i>Plan and monitor the project.</i>
Workstream Leader	<i>Direct, plan and monitor delivery of the workstream's work packages.</i> <i>Ensure that quality controls of the work stream's work are planned and performed correctly.</i>
Project Team	<i>Undertake activities as directed by the Project Manager/ Workstream Leader.</i> <i>Identify and log issues to ensure prompt action can be taken.</i>
Project Team – Subject matter expert	<i>For example (if subject matter expert):</i> <i>Provide expertise.</i> <i>Assess whether or not products meet the acceptance criteria.</i>
Project Administrator	<i>Provide administrative support to the project.</i>

16. Communication and engagement approach

Refer to Comms & Engagement Plan.

17. Project controls

Monitoring and reporting

Report	Purpose	Timing	Audience
Monthly Meeting	Project & Budget Review	Monthly	Project Sponsor

18. Risk and Issues Management (RAIDD Register)

The project RAIDD register will be developed and maintained by the Project Manager.

All issues and change requests will be recorded in the Issues Register.

A full risk review must be conducted whenever a major change is proposed or significant issue occurs.

19. Change control process

Any change to the Scope, Schedule or Cost of this project (as outlined in this PID) will require completion of a Change Request form and approval from the appropriate entity.

Level of Change	Impact	Approvals required
Minor	No impact on stakeholder expectations and no cost implications.	Project Manager
Moderate	Impact on stakeholder expectations but not project delivery dates. Only minor cost implications.	Programme Manager and Project Sponsor
Severe	Threatens project delivery dates. Major cost implications.	Project Sponsor and Governance Owner

20. Quality assurance

Describe the project's overall approach to quality control and set out any high-level or over-arching quality standards that the project must meet (e.g. e-Government standards).

- The team has project managers and a programme manager.
- Reporting monthly to Project Sponsor.
- The team has a Registered Landscape Architect to produce detailed and construction information to ensure quality.

21. Financial management

The summary budget for the project is set out in the table below:

Project	Capital	Operating	Total
Hīkoikoi Landing	\$338,004	\$197,832	\$535,836
Pito One Pā Landing	\$338,004	\$197,832	\$535,836

LTP budget split by financial year for project programme:

Budget	Capital	Operating	Total
2024/25	\$458,316	\$342,403	\$800,719
2025/26	\$217,692	\$53,261	\$270,953

Supporting Pito-one Projects

12 February 2024

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We have



\$400,000 2023/24 FY

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6 Identified Projects

 **Buick St Intersection**



 **Hutt River Trail: Waione St**



 **Memorial Park Wetland**



 **Te Puni Urupa**



 **Korokoro shared pathway**



 **Doreen Dolan Mall**

Two concepts

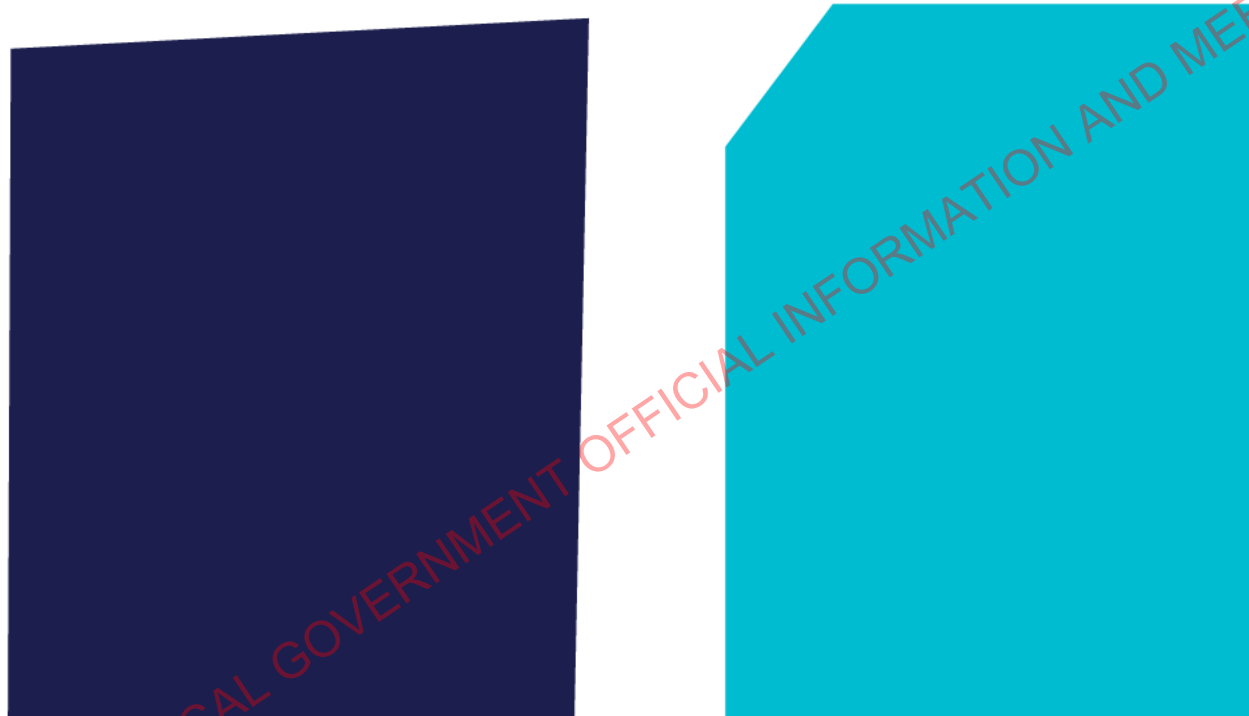
1

**Hutt River Trail:
Waione Street**

2

Te Puni Urupa

Supporting the 2040 vision



1 Recommended Intervention

1

Hutt River Trail at Waione Street

*Enhance the connection and usability
of the Hutt River trail entrance at
Waione Street*

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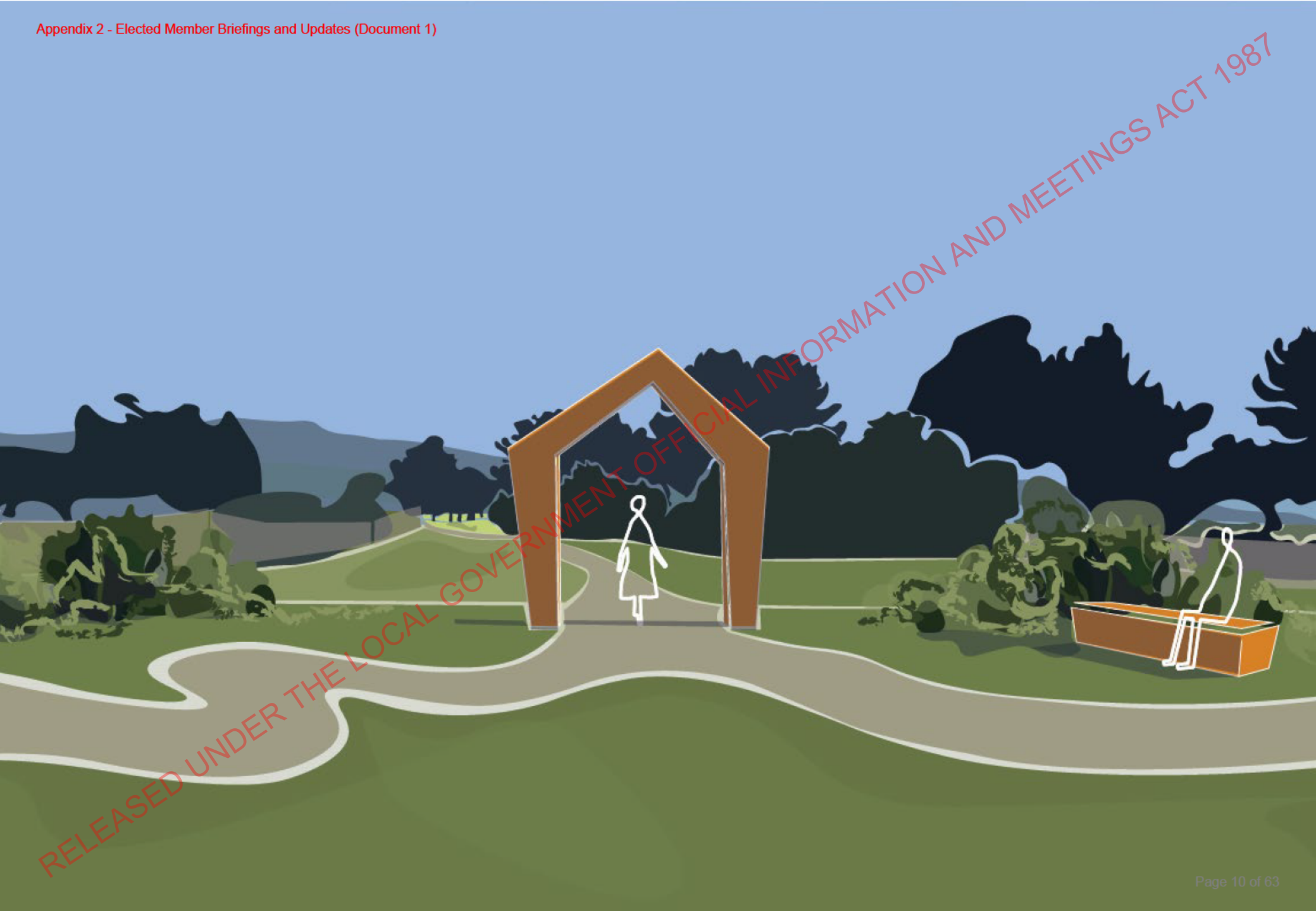
**Existing view towards the Esplanade –
No walking or cycling facilities**



**Existing view towards Seaview -
Poor CEPTED and accessibility**



**Waione Street
Existing Hutt River trail entrance**





4-25/449

457

Jackson St

476-486

471

**East Jackson Street river path
Additional opportunity for development**



River Trail Connection

2024

Amend the gap in paving between the Esplanade, bus stop and the river trail.
(Approx. 200m)

Fix CEPTED issues around access

Add wayfinding signage from Hutt River trail entrance to adjoining pathway from Jackson St to Memorial Park

2025

Create a mana enhancing and more visible entrance to the river trail

Install seating, rubbish bins and bike fixing station

Project indicators

Spatial Plan alignment



Environmental



Mana whenua Aspirations



Estimated Cost



Accessibility

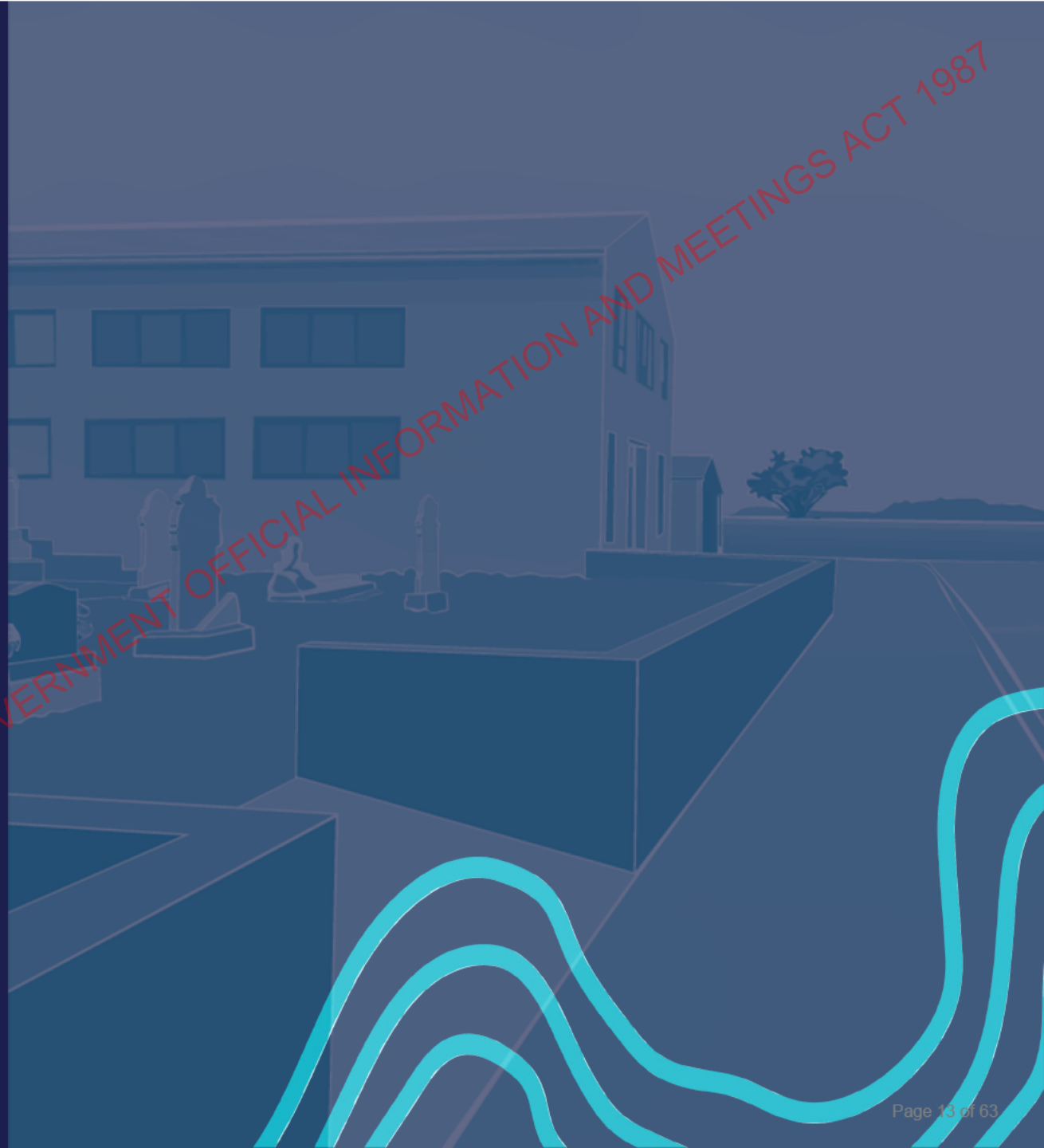


2

Te puni Urupā

*Improve connection
between Honiana Te Puni
Reserve, Te Ara Tupua
and*

*Pito-one town
center. Whilst enabling
Mana Whenua cultural
narratives to
be present.*





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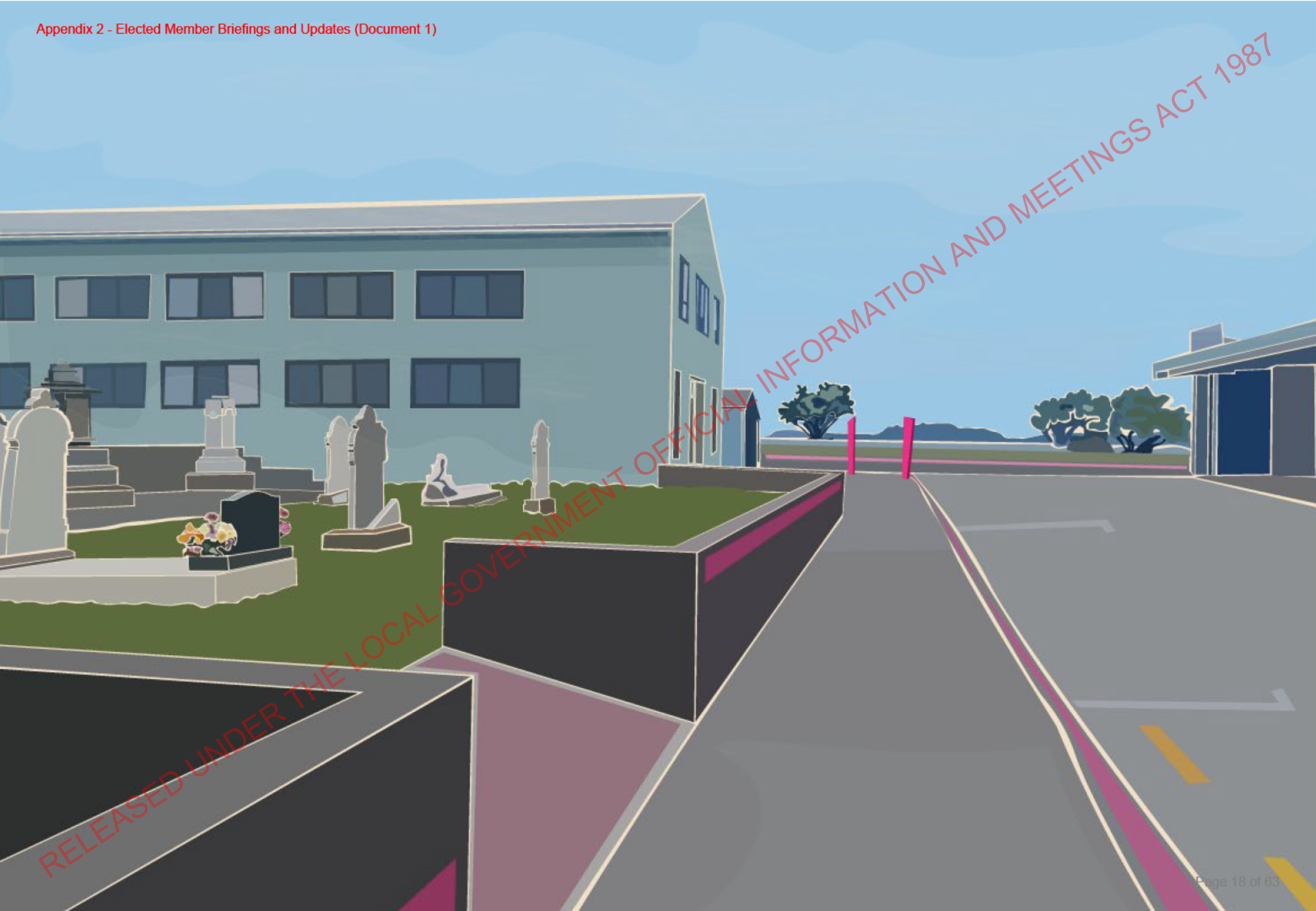
Te Puni Ururpa Existing Street frontage



Te Puni Street towards Jackson Street
Existing street identity



Te Puni Ururpa
Existing view to the Esplanade



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Te ara o te Puni

2024

Footpath surface improved and Toi Māori wayfinding added to 2000m of loop including Te Puni St, Jackson St, Victoria St and the Esplanade.

2025

Raised crossing connecting Honiana Te Puni Reserve and Te puni street.

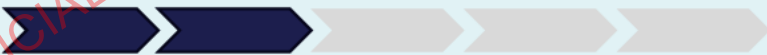
Road area painted with keep clear area to improve delivery vehicle access to and from Te Puni street

Project indicators

2040 alignment



Environmental



Mana whenua Aspirations



Estimated Cost



Accessibility



Internal Teams

Mayor and Deputy Mayor

Pito-one Steering Group

Kahuī Mana Whenua



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Thank you for your time



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11 July 2024



Infrastructure and Regulatory Committee

19 June 2024

Report no: IARCC2024/3/177

Economy and Development Director's Report

Purpose of Report

1. To provide the Committee with updates on infrastructure matters arising from the work of the Economy and Development Group.

Recommendation

That the Committee receives and notes the information.

Background

2. The Economy and Development Director's report provides an update on the infrastructure work being undertaken in the directorate.

Pito One Landings

3. The Urban Design Team has started working on twin projects in Pito One (collectively called Pito One Landings):
 - a) The first, named Hikoikoi Landing looks at improving the Waione Street access to the Hutt River Trail; and
 - b) The second, named Te Puni Landing looks at celebrating Mana Whenua heritage around Pito One Pā and Te Puni urupā.



*Before

180

11 July 2024



*After

4. Funding for this project spans multiple years of Long Term Plan (LTP) budget (underspend from 2023/24, plus budget for 2024/25, 2025/26) under the Petone 2040 programme. The combined value of the two projects is \$1M. The projects will be staggered to match the annual funding available.
5. Hikoikoi Landing will progress first and is currently at the early design stage. Construction is planned to start in June 2025, except for minor works which could be delivered earlier.
6. Concept design for Te Puni Landing is planned to start in July 2025 with construction starting in May 2026.

Tupua Horo Nuku Update

7. Good progress is being made on the Tupua Horo Nuku project. Ma-Koromiko (Windy Point) is complete and handed to Council to maintain. In Sunshine Bay, 95% of the foundations and seawall blocks have been installed.
8. The bird protection area at Whiorau Bay is nearing completion with fencing, penguin boxes, interim gates, and planting progressing. The Department of Conservation has approved the penguin permit for Tupua Horo Nuku wildlife.
9. Repairs to the existing fence at Bishop Park have been confirmed. The design of the fence will be consistent with the current one along the grass boundary, with a maximum gap width between palings to ensure it is not a solid structure. Nesting boxes and a planting plan will also be added. Pre-construction activity has already begun, and construction is scheduled to start in late July or early August 2024.

Cuba Street Bridge

10. Seismic assessments for all Hutt City bridges were last conducted in 2001 by a specialist bridge engineer. An updated seismic assessment is currently in progress for the Cuba Street Overbridge, which was built in 1928. This bridge is also part of the potential alignment for the Cross Valley Link road.
11. Officers will report to Council once the assessment has been finalised.

Implementation of Long Term Parking Decisions | Petone

12. The implementation of paid parking in Petone was approved in the 2024-2034 Long Term Plan (LTP). The revenue from commencing paid parking in Petone was included in the LTP.
13. Paid parking in Petone will operate on Jackson Street between the intersection with Hutt Road and the intersection with Cuba Street. Peel Street carpark will also be converted to paid parking.
14. Existing loading zones, mobility parks and motorcycle parking will not be modified through the introduction of paid parking. 300 existing carparks will be converted to paid parking.
15. Paid parking zones will be changed by resolution to P120 from the existing P60 limits. To align with CBD paid parking, Petone paid parking will be enforced from 9.00am to 5.00pm, seven days a week.
16. The estimated cost of implementing paid parking in Petone is \$340,000. This cost mainly covers the supply and installation of 33 new solar powered pay and display machines. The LTP included \$150,000 capex for 15 new pay and display machines. A request will be made to bring forward LTP year two capex to cover the difference.
17. The solar powered pay and display machines will need to be shipped from Australia with a lead in time of two months.
18. A report to recommend the proposed changes to existing traffic resolutions will be considered by the Petone Community Board at its meeting on 12 August 2024.
19. A report to formalise the traffic resolutions will be considered by the Traffic Subcommittee at its meeting on 29 August 2024.
20. Advertising of the implementation of paid parking in Petone will be undertaken during September 2024, aligning with the installation of the parking meters. Changes to signage will be undertaken at the end of September 2024 enabling commencement on 1 October 2024.
21. The implementation date of 1 October 2024 aligns with the revenue expectations included in the LTP.

School Speed Rollout Review

22. Between December 2023 and March 2024, the Transport team completed the installation of 400 speed limit signs at 43 schools.
23. Following feedback from elected members, an audit was undertaken during May and June 2024 to assess the installed signs. This resulted in several issues being identified, such as missing signs and incorrect placements.
24. A comprehensive debrief and lessons learned has taken place to ensure future programmes are implemented to a high standard.

High Street/ Boulcott Street Intersection Traffic Lights

25. This project is being undertaken as part of the Summerset development at Boulcott. The project is progressing and is expected to be completed by August 2024.

Biddle Crescent/Milne Crescent/Johnston Grove

26. The project to improve parking management on Biddle Crescent, Milne Crescent and Johnston Grove have progressed, with the discovery of poor ground conditions once construction has begun.
27. The Biddle Crescent works have identified soft subgrade which requires additional excavation and replacement with aggregate which has increased the time, plant, labour and material costs.
28. At present, Johnston Grove has been completed, Biddle Crescent is 75% complete and Milne Crescent is 35% complete. All sites are scheduled to be completed in the next few weeks.

Korokoro Pedestrian Footpath Update

29. This project will improve 650m of footpath on Akatea Road, Korokoro from the junction of London Road to Maungaraki Road for safer walking by installing vertical segregation and clear walking paths.
30. The project is progressing well with several of the sections completed and the rest well underway.

Raised Pedestrian Crossing Rollout

31. The implementation of the Pedestrian Crossing Package is continuing, with 9 out of the 15 planned crossings completed and opened for public use. The completed crossings are:
- Eastern Hutt Road Raised Crossing (outside Taita College);
 - Fairway Drive Raised Crossing (outside Avalon Park);
 - Raphael House Kea Crossing (outside Raphael House School);
 - Oxford Terrace Raised Crossing (near Epuni Street);
 - Cambridge Terrace Raised Crossing (near Porutu Street);
 - Oxford Terrace Raised Crossing (near Brees Street);
 - Cambridge Terrace Raised Crossing (near Naenae Road);
 - Muritai Road Raised Crossing (near Rimu Street shops); and
 - Dowse Drive Raised Crossing (outside Maungaraki School).

32. Construction on the following crossings are nearing completion and will soon be available to the public. These crossings are:

- Parkway Road Raised Crossing (near Wainuiomata Marae);
- Cambridge Terrace Raised Crossing (near Epuni Station);
- Major Drive Raised Crossing (near Kelson School); and
- Waterloo Road Level Crossing (at Waterloo/Waiwhetu Roundabout).

Harcourt Werry Drive crossing

33. The construction of the Harcourt Werry Drive crossing has been rescheduled for late 2024. Officers are liaising with RiverLink to install this at the appropriate time. A further report will be provided recommending a speed reduction to 50 km/h. This is dependent on the new rule for speed limit changes that will be released by the Government later this year.

National Land Transport Plan (NLTP) 21-24 programme adjustments

34. Due to budgetary constraints and concerns regarding heavy vehicle traffic routes, the Waiwhetu Road crossing has been descoped from the NLTP 21-24 programme.

NLTP 24-27 programme

35. Council has submitted a proposal to NZTA Waka Kotahi for continued funding under the NLTP 24-27 Low-Cost Low-Risk Programme for a series of further pedestrian crossing projects. A funding decision from NZTA Waka Kotahi is expected by September 2024.

Eastern Hutt Road Slip

36. The Business Case for the Eastern Hutt Road Project has been submitted to NZTA Waka Kotahi for funding consideration. Once the funding decision is confirmed, a programme for the wider corridor will be developed.

37. While waiting for the funding decision from NZTA Waka Kotahi, the project team has been working on advanced investigations and design for two high-risk sites north of Stokes Valley roundabout. Further details will be shared at the next Infrastructure and Regulatory Committee meeting on 12 September 2024.

Slips – Wainuiomata Hill, London Road and Harbourview Road

Wainuiomata Hill

38. Works commenced on 27 May 2024 with removal of vegetation and loose materials from the slope. Sacrificial anchors have been installed and tested. Once these test results have been analysed, production anchors will be installed, and the design will be finalised.

39. Our geotechnical engineers have undertaken additional design to extend the remediation area due to risks uncovered since the works commenced. At this stage, the works are still scheduled to be completed in August 2024.

London Road

40. Work to remediate the London Road slip commenced works in early June 2024 with vegetation and loose materials being removed from the slope. Anchors are now being installed, after which steel mesh will be installed, and the slope will be hydroseeded.
41. The London Road slip works are expected to be completed by the end of July 2024.

Harbourview Road

42. The works on the Harbourview Road slip commenced in early June 2024 with removal of trees and installation of anchors. Scaffolding has been installed to complete the anchors, shotcrete the slope and install mesh in middle to upper section of the slope.
43. The Harbourview Road slip remediation works are scheduled to finish in August 2024.

Maintenance and Renewals

44. In the 2023-24 summer season, 1,158m length of road section was rehabilitated, covering an area of roughly 7,314m² and resurfaced 1,834m length of road section, covering an area of approximately 25,793m².
45. The work programme for the 2024-25 season is currently being designed, with initial estimates of rehabilitating 2,047m length of road sections, covering an area of roughly 17,209m², and resurfacing of 2,037m length of road section, covering an area of roughly 20870m².

Wainuiomata Hill Road safety resurfacing update

46. In the 2023-24 summer season, a 756m length (covering an area of 4472m²) of Wainuiomata Hill Road was resurfaced and its safety improved by the application of Calcined Bauxite (High Friction Surface) which provides extra friction over the corners.
47. Planning is underway for the 2024-25 season to resurface 2,316m length of Wainui Hill Road sections, covering an area of 13,425m², which will also include 6,800m² of Reseal sections.

Te Manatū Waka – Setting of Speed Limits 2024

48. Te Manatū Waka | The Ministry of Transport has requested input from Council and other authorities to gather their perspectives on the draft Rule for Setting Speed Limits 2024. The objective is to reverse the blanket speed limit reductions implemented by the previous government.

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49. Council disagrees with the proposed changes due to the lack of clear objectives and evidence supporting the effectiveness of reversing the speed limits. The proposal suggests restricting speed limits to roads directly adjacent to schools, rather than in the broader school areas. Council believes these changes may not foster a greater sense of safety in the community and could potentially discourage school children from walking or cycling between their homes and schools. This stance appears contradictory to the Government Policy Statement (GPS).
50. There is a suggestion that councils should explore alternative approaches to setting speed limits on their networks. However, there is uncertainty about how these alternative methods would be funded. Given that the GPS will reduce its emphasis on implementing new infrastructure facilities, relying on alternative methods may not be practical.
51. Overall, Council is not in favour of increasing speeds in areas where there is significant pedestrian, cyclist and other vulnerable road user activity. This includes urban streets, civic spaces, urban connector roads, public facilities like schools, parks, and beaches that attract a large number of residents and visitors.
52. Council's submission on the proposed speed changes is being presented as a separate paper for the committee's approval.

Wayfinding

53. The project is using the Wayfinding suite developed in 2013 and developing wayfinding signage along the Petone foreshore that will update the existing signage and connect the two major shared pathways of Te Ara Tupua and Tupua Horo Nuku.
54. Proposed wayfinding has been developed in conjunction with the Parks and Reserves, Urban Development and Design teams to create signage that is sympathetic to the environment. The design phase of the project will be completed by the end of June, after which, the new designs will be socialised, and the signage installed.

Te Awa Kairangi | RiverLink

55. The focus for Te Awa Kairangi during June 2024 has been the development of a coordinated programme delivery plan and construction sequence, building on Council's approval of the revised delivery model on 27 March 2024. The purpose of the plan and sequence is to ensure that partners can manage construction, interfaces, access to sites and commercial risk. The programme remains at a critical juncture, and all partners are working hard to identify and flesh out construction sequencing, partnership agreements, and related commercial aspects.
56. On 6 July 2024, NZTA Waka Kotahi publicly released the updated concept designs for the new Melling Interchange. The reconciliation of Interim Partnership Agreement costs to 31 March 2024, is in the verification phase and nearly complete. Work has commenced on the new Partnership Agreement. The recommendations seeking additional funding were approved at the Long Term Plan/ Annual Plan Subcommittee on 4 June 2024.

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Climate Change Impact and Considerations

57. 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

58. There are no legal considerations.

Financial Considerations

59. There are no financial considerations.

Appendices

There are no appendices for this report.

Author: Tessa Sefton

Executive Assistant to the Director of Economy and Development

Approved By: Jon Kingsbury

Director Economy & Development

Deputy Mayor Update 15th July 2024

Petone 2040

Pito One Landings Projects

Purpose

1. To update the Deputy Mayor prior to presenting the Pito One Landings site analysis and opportunities to the Pito One Project Steering Group on 25 July 2024.

Background

3. A shortlist of two potential projects was shared with the Mayor, Deputy Mayor and Chief Executive on 12 February 2024. It was agreed to progress both the Hutt River Trail – Waione Street (Hīkoikoi Landing) and Te Puni Urupā (Pito One Pā Landing) projects. This would be using the Petone 2040 LTP budget from 3 years (2023–2026) to deliver two projects of circa \$400k.
4. An update on Petone 2040, sharing the two projects was presented to the Pito One Projects Steering Group on 25 March 2024.
5. The Pito One Project Steering Group gave feedback for both sites:
 - a. For Hīkoikoi, it was noted that the path along Waione Street to the Esplanade is unpleasant and noisy, wayfinding for cyclists and pedestrians is currently poor and there is nowhere else to cross the road aside from the existing underpass.
 - b. For Hīkoikoi, it was suggested:
 - i. to emphasise the north to south connection, especially with Hīkoikoi Reserve.
 - ii. to connect with the pūrākau and geography of Hīkoikoi.
 - iii. to explore funding opportunities with Greater Wellington Regional Council.
 - iv. to consider pedestrian safety and separation adjacent to the golf course entrance.
 - c. For Te Puni Urupā, it was noted that the parking access is currently poor, especially for older people visiting the urupā, and that the sign on the urupā is incorrect.
6. The Urban Design team have since received cultural narratives for both sites and have been progressing with spatial analysis across the two projects.
7. On 25 July 2024, officers will present an update on the Pito One Landings Projects to the Pito One Project Steering Group. It will include the:
 - a. high level timeline
 - b. cultural narrative
 - c. spatial analysis, and opportunities.

8. In late August, stakeholder engagement with affected community stakeholders is planned to start. The projects stem from community engagement on the Petone 2040 spatial plan. Therefore, the programme is based on the Pito One Project Steering group providing input, advice and guidance from a community perspective and only engaging with affected stakeholders. This allows us to start delivering on community aspirations earlier.
9. Engagement with Mana Whenua is happening in parallel with the development of the design. An update will be shared with Kāhui Mana Whenua at their next availability.

Key points of the Pito One Landings Projects

10. Officers have produced a high-level work programme which looks to bring forward the Hīkoikoi Landing construction to start at the end of this financial year 2024-2025, followed by Pito One Pā Landing starting construction at the end of the following financial year 2025-2026.
11. Officers have undertaken a review of related internal and external documents, and carried out site analysis across the two projects, including but not limited to: historic mapping, sites of significance, accessibility audits, topography, walkable catchments, utilities and infrastructure, and land ownership.
12. The cultural narratives, and mapping of whakapapa connections, highlighted the interconnectivity of land use and occupation across the area, and the importance of both project sites as waka landings (welcoming of the ship Tory, and vessels travelling up Te Awa Kairangi). This knowledge has led to the development in the naming of the projects from "Gateways" to "Landings".
13. The "opportunities" for Hīkoikoi Landing are:
 - **Celebrating the role of the awa** - Exploring ways to reconnect to the awa and recognising the long history of fishing at the river mouth.
 - **Visible pūrākau** - Embedding elements from the cultural narrative and stories from Mana Whenua within the landscape.
 - **Use of local indigenous planting** - Creating a landscape that supports the teaching of Mātauranga Māori, and use of planting that uplifts the health and wellbeing of the Awa and its communities.
 - **Embodying Manaaki** - Create a welcoming entrance, one that offers places to rest as practical expression of Te Ao Māori values. Improving the wayfinding and accessibility of connecting routes and trails for walking and cycling, especially to Hīkoikoi Reserve.
 - **Formalising carparking** - Working with Greater Wellington Regional Council to provide safer and clearer vehicle access.
14. The "opportunities" for Pito One Pā Landing are:
 - **Showcase the significance of Te Puni Urupā** - Create a more prominent street façade and visually connect to Honiana Te Puni Reserve.
 - **Embodying Manaaki** - Creating a welcoming and accessible entrance to Te Puni Urupā e.g. rest spaces or accessible parking. Enabling urupā tikanga practices e.g. improved access to water.

- **Visible pūrākau** - Embedding elements from the cultural narrative and stories from Mana Whenua within the streetscape.
- **Demarcate the extent of the historic Pito One Pā** - Explore visual identity treatments at the edges of the historic pā site.

15. Next steps will be to:

- a. begin engagement with directly affected stakeholders, starting with Hikoikoi Landing.
- b. start high-level cost estimates of opportunities for Hikoikoi Landing to confirm the scope of delivery.
- c. continue to collaborate with teams at Hutt City Council, Greater Wellington Regional Council, and others on opportunities to align goals and maximise the impact of the projects.

Deputy Mayor & Pito One Steering Group

Update 19th August 2024

Pito One Landings Projects

Purpose

1. To update the Deputy Mayor and Steering Group on the progress of the Pito One Landings projects since the Urban Design Team last met with them on July 29, 2024.

Pito One Pā Landing:

2. The Transport team is preparing a Traffic Resolution for the "Micromobility Jackson Street to Esplanade" project for the 7 November Committee.
3. The Urban Design team is taking the opportunity to propose the introduction of a new mobility bay on Te Puni Street in front of the Urupā as part of this Traffic Resolution process. This proposal complements the improvements around the urupā being investigated under the Pito One Pā Landing project.
4. The new mobility parking would be complemented by a short length of footpath extension in front of the urupā which can provide space for future seating or other placemaking initiatives.
5. Mana whenua and the Urupā owners have been consulted and support the proposal.
6. Community engagement on the Traffic Resolution will run from 27 August to 10 September.

Hīkoikoi Landing:

7. The Urban Design team is currently developing the concept design of the carpark and footpaths, in consultation with the Council's Transport engineers.
8. The team will be reaching out to directly affected stakeholders over the next month.
9. The team is also checking underground utility to ensure that the design works will be feasible and have least impact.
10. Community planting along Te Mome stream is planned for June 2025. The Parks and Reserves team support the community planting and overall landscaping plan.



Memorandum

Meeting date:	3 October 2024
To:	Deputy Mayor Tui Lewis
Director:	Jon Kingsbury, Director Economy and Development
Paper author:	Bethany Gale, Urban Design Lead
Subject:	Petone 2040: Pito One Landings Project Briefing Note

Purpose

1. To inform the Deputy Mayor of progress prior to the Pito One Projects Steering Group on 3 October 2024.

Background

2. Design opportunities for the two projects were presented to the Pito One Projects Steering Group on 25 July 2024.
3. The Urban Design team have since started looking at implementation of these design opportunities, collaborating with other teams and organisations.
4. On 3 October 2024, officers will present an update on the Pito One Landings Projects to the Pito One Projects Steering Group – summarised below.

Key updates for the Pito One Landings Projects

Community engagement

5. Engagement with 19 stakeholders directly affected by Hīkoikoi Landing was undertaken in September. Because of the nature of the area, there are few stakeholders directly affected by the planned work.

Stakeholders we engaged with included:

- 9 clubs
- 3 Residents
- 5 Commercial operators and landholders
- 2 cyclists advocacy organisations

Five responses have been received from clubs and residents, all supportive of the project. Stakeholders have provided some local context around CPTED issues that have reinforced the value of the project at Hīkoikoi. Engagement with local cyclists has also been confirmed to take place in the next few weeks. The Urban Design Team are looking to follow up in person with stakeholders who have not yet made contact.

Engagement with Mana Whenua

6. Engagement with Mana Whenua is happening for both sites. Te Tatau o Te Po Marae were engaged on the 30/08/24 with a verbal introduction to the work at Te Puni Urupā. The team have been invited to present Pito One Landing projects to the trustees of the marae at their next AGM. An update has also been shared with Kāhui Mana Whenua as of 10/09/2024.

Pito One Pā update

7. Officers are investigating redeveloping the parking spaces outside Te Puni urupā. There will be no reduction in the number of parking spaces. One accessible space will be created and a curb extension will be added to create a more comfortable pedestrian environment.
8. The upgrade of the street in front of the Te Puni Urupā will be incorporated into the Transport Traffic Subcommittee's work program set for April 2025. Public consultation will be conducted by the Transport team with support from the Urban Design team.

Hīkoikoi update

9. Arborists are scheduled to undertake maintenance on existing trees at Hīkoikoi to improve CPTED outcomes for pedestrians in the area.
10. Officers have completed the initial concept design for the Hīkoikoi Landing; carpark and footpath, which is being reviewed internally. Formal approval from Wellington Water (due to the location of water mains in the area) is pending and expected to be provided within the next few weeks.
11. The planting palette for Hīkoikoi has been confirmed for the perimeter of the Te Mome stream. Contractor and community planting is planned to start in June – July 2025 to align with the planting season.
12. The Low Mow Meadow is planned to be trialled on the site at Hīkoikoi starting October 2024. An update for elected members has been prepared to be circulated following the Steering Group meeting.

Next steps for this project are to:

- a. Continue to engage with remaining stakeholders for Hīkoikoi Landing.
- b. Present to Mana Whenua at Te Tatau o Te Po Marae on the scope of the project.
- c. Finalise cost estimates of the concept design for Hīkoikoi Landing to confirm the scope of delivery.

From: [Elected Members Requests](#)
To: [Mayor & Councillors](#); [Belinda Moss](#); [Mike Fisher](#); [Te Awa Puketapu](#)
Cc: [CLT](#); [Lucie Desrosiers](#)
Subject: Pito One Landings update: Trial of a low-mow meadow to commence
Date: Wednesday, 16 October 2024 9:23:55 am
Attachments: [image001.png](#)
[Low mow area Waione Bridge.jpg](#)

Kia ora koutou

Please see below from Lucie Desrosiers, Head of Urban Development:

As part of the Hikoikoi Landing Project, we've been investigating trialling a low-mow meadow near Waione Bridge. A map is attached showing the area chosen for the trial.

Low-mow meadows are a lower cost way to manage some green spaces that are insect-friendly, have environmental benefits, and provide a more natural feel.

Instead of mowing the area on a fortnightly rotation we're planning to take a hands-off approach and let the grass grow over spring and summer.

Other councils have trialled this with success and we're keen to give it a go in our local area to see if it works for our community and spaces.

The benefits of the low-mow approach include:

- Cost savings
- Lower carbon emissions
- Creating an insect friendly space that supports biodiversity
- Improving water quality

The area Council maintains at Waione Bridge is around 700m², mowing just this area costs Council around \$1,000 per month.

The low-mow meadow will reduce the area that needs mowing by approximately 500m², or about 75%. Using this low-mow approach, in the right locations, could potentially help manage cost pressures for our Parks & Reserves maintenance contracts in the future.

We're aiming to start the trial in November 2024 and wrap it up with a final mow towards the end of summer. If the trial is successful, we will look to extend out the low-mow concept in 2025.

The area we've chosen for the trial does not back onto residential properties and should have minimal impact on the neighbouring industrial area.

We have carefully considered our approach to ensure that the reserve still feels cared for as the meadow grows. While you might be imagining a wildflower meadow to frolic through, we'll simply be letting the current grass grow to start with. From there we can assess and manage the space through mowing or changing the soil fertility to make conditions less suitable for grasses and more suitable for flowering herbs.

During the trial we will:

- Have signage onsite explaining the trial
- Maintain a manicured mown edge around the meadow
- Do regular maintenance monitoring (particularly when we get into drier weather)
- Work with local pest free groups to place rodent traps through the reserve

We are working closely with the Parks & Reserves team and our contractors to have a plan in place should the meadow need additional care.

What's next?

As part of the Hikoikoi Landing Project we have completed a letter drop to owners and tenants of properties closest to the landing to inform them that we will be working in the area. We'll do another letter drop specific to the low-mow meadow before we start.

Once the works commence, we'll keep everyone informed with:

- Signage onsite explaining the project. Directing people to our website for more information.
- More detailed information and project updates on our website and an email address (pito_onelandings@huttcity.govt.nz) for people to provide feedback or ask questions.
- Updates and key messages to staff at Petone Neighbourhood Hub, Moera Neighbourhood Hub and the customer contact centre so they can respond to enquiries about the project.

We'll continue to work closely with the Pito One Landings Project group as part of the wider projects in the area.

Ngā mihi,

Hamish Bell

Elected Member Support Coordinator

Hutt City Council, 30 Laings Road, Lower Hutt 5010

M: [s7\(2\)\(a\)](tel:0447777777) **W:** www.huttcity.govt.nz



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Hirakauri Landing
Waione Street Bridge and
Surrounding Areas

Low Mow Meadow Waione Street

September 2024

Legend

- Low mow meadow
- Riparian planting

Data Source

Aerial - The Hutt City Council and New
Zealand Aerial Mapping Ltd. 2021



HUTT CITY
TE ARA KAHIRANGI



From: [Hamish Bell](#)
To: [Mayor & Councillors](#); [Belinda Moss](#); [Mike Fisher](#); [Te Awa Puketapu](#)
Cc: [CLT](#)
Subject: Update on Pito One Landings – shared pathway at Hikoikoi Landing
Date: Thursday, 28 November 2024 11:05:43 am
Attachments: [image001.png](#)
[Hikoikoi Consultation letter.pdf](#)

Kia ora koutou

Please see below from Lucie Desrosiers, Head of Urban Development:

Engagement on the Pito One Landings project is going well, with stakeholders supportive of the initiatives proposed.

This project is part of the Long Term Plan's Petone 2040 programme which has annual funding over the next 10 years for small scale urban design projects in the suburb.

At Hikoikoi Landing we are proposing a new shared path from East Street to the Hutt River Trail, through the reserve north of Waione Street. We're also proposing an extension to the eastbound cycle lane along Waione Street to create a better connection for cyclists and improve their safety through the area.

The shared path and proposed cycle lane extension have been designed following input from a local cycling group and council transport engineers. See image of proposed route in the attached consultation letter.

The current layout of the eastbound cycle lane along Waione Street has an abrupt ending, forcing cyclists to share the road with general and heavy vehicle traffic accessing East Street, an industrial area.

The Hikoikoi Landing project aims to:

- Improve the entrance to the Hutt River Trail near Waione Bridge to be more accessible and safer.
- Improve the health of the environment around Te Mome stream.
- Celebrate the cultural value of the area.

The proposed cycle lane extension will complement these aims by:

- Clarifying the connection between the current cycle lane and the Hutt River Trail, improving connections on our cycle network.
- Improving safety for cyclists using our cycle lanes and shared paths.

To extend the cycle lane, approximately 30m of unrestricted car parking (approx. 5 car parking spaces) outside of 77 Waione Street would need to be removed and replaced with broken yellow lines.

To provide a safe exit from the shared path for cyclists moving westbound, approximately 13.5m of unrestricted car parking on East Street (approx. 2 car parking spaces) would need to be removed and replaced with broken yellow lines.

We're going out for consultation on the proposed cycle lane extension with stakeholders for two weeks from 28 November 2024 (see attached letter). Feedback can be emailed to

TRSubmission@huttcity.govt.nz by 5.00pm 12th December 2024.

Following this, submissions will be reviewed and designs updated (if needed) before the proposal goes to the Traffic Subcommittee in February 2025.

Ngā mihi,

Hamish Bell

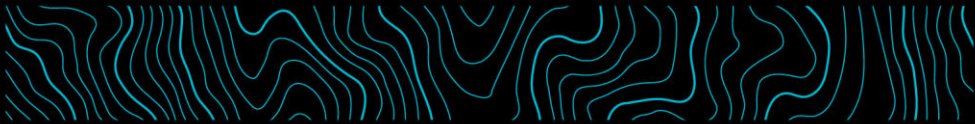
Elected Member Support Coordinator

Hutt City Council, 30 Laings Road, Lower Hutt 5010

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Memorandum

Meeting date:	2 December 2024
To:	Deputy Mayor Tui Lewis
Director:	Jon Kingsbury, Director Economy and Development
Paper author:	Bethany Gale, Urban Design Lead
Subject:	Petone 2040: Pito One Landings Project Briefing Note

Purpose

1. To inform the Deputy Mayor of progress prior to the Pito One Projects Steering Group on 2 December 2024.

Background

2. An update on progress across the two projects was presented to the Pito One Projects Steering Group on 3 October 2024. This included:
 - a. an update on the initial stakeholder engagement for Hīkoikoi Landing.
 - b. engagement with Mana Whenua for both sites with an update to Kāhui Mana Whenua in September, and initial verbal introduction to the work at Te Puni Urupā for Te Tatau o Te Po Marae.
3. The Urban Design team have since carried out further engagement with stakeholders, collaborating on both projects with Mana Whenua, and drawn up a plan for Hīkoikoi Landing.

4. On 2 December 2024, officers will present an update on the Pito One Landings Projects to the Pito One Projects Steering Group – summarised below.

Hīkoikoi Landing Update

Community engagement

5. In addition to the responses received from property owners and occupiers in September, the Urban Design team have spoken to four more stakeholders, including a cyclist group, commercial operator, property occupier and the Shandon golf club. Officers also followed up with two of the property owners and occupiers who had responded previously. All stakeholders have been supportive of the project.
6. Engagement with local cyclist group Great Harbour Way/ Te Aranui o Pōneke took place in October 2024. They were supportive of the project and saw huge potential to improve connections and visual appeal for walkers and cyclists. They felt it would be very helpful to have a shared pathway and clear signage leading to the top of the stop bank of the Hutt River Trail, and to the underpass to bring people onto the formal walkway across to the eastern side of Waione bridge.
7. Officers met with the Vintage Car Club to discuss opportunities to prevent illegal dumping and cars from driving/parking behind their property. This would also prevent public vehicle access to the restored natural environment around the stream.

Engagement with Mana Whenua

8. Kāhui Mana Whenua previously provided the Urban Design team with a cultural narrative to support the project. This has been used to develop a site-specific interpretation with a theme of “Eyes into the past”, portraying a time where Mana Whenua occupied Hīkoikoi as a ‘backyard’ to the Paetutu and Waiwhetu Pā sites. The theme speaks to the transportation of kai moana from the coast via waka.
9. In November the Urban Design team engaged with Kāhui Mana Whenua on the interpretation of the cultural narrative, theme and initial design ideas. Mana Whenua representatives responded positively and offered ideas to

better support the concept. Representatives also saw the low mow meadow and riparian planting as a rewilding opportunity to begin to restore the mauri of the area.

10. The theme and initial design ideas will be shared at the Pito One Steering Group meeting on 2 December 2024. Following the meeting, the Urban Design team will continue to develop the ideas, returning to Kāhui Mana Whenua for review in the New Year.

Plan

11. A plan has been produced for Hīkoikoi Landing that brings together the feedback and collaboration internally and externally to-date. The plan considers short-term works and provides space for future additions by either HCC or GWRC. This will be presented at the Pito One Steering Group meeting.
12. Additions that could be installed later include a formalised car park and a pedestrian crossing. These elements are outside of the project budget and scope but have been considered in the layout should funding become available for either GWRC or HCC.
13. The shared pathway from East Street to the Hutt River Trail has been designed, following input from a local cycling group and transport engineers. This includes a connection from the abrupt end of the eastbound Waione Street cycle lane. The details of this connection are being worked through.
14. The plan for the path will go to formal consultation; will be presented to the Petone Community Board, and will go to committee in early 2025 for designation as a new asset.
15. Formal approval from Wellington Water on the path crossing over their pipes is pending.
16. As the shared path is partly on Greater Wellington Regional Council's land, the Urban Design team have been engaging with GWRC, who have been supportive of the path and planting near the stream. Formal approval from GWRC is pending.

Illegal dumping

17. Following feedback from the community, the Urban Design team has been looking for ways to reduce illegal dumping in and around the stream at Halford Place by:
- Collaborating with the Council's Communications team to develop "no dumping" signage; and with the Environmental Health team on enforcement.
 - Exploring the use of native timber, salvaged from landfill, as natural barriers to both obstruct vehicle access to the stream, and act as habitat for native lizards endemic to the area.

Low mow meadow and planting

18. The Low Mow Meadow trial is underway. An update for elected members was circulated on 16 October 2024, and a letter drop was carried out on 24th October 2024. Signage has been put up on site for the public which includes information about where to send comments and feedback.
19. Cost estimates have been received for the arborist works. Works will include pruning the Pohutukawa and clearing sections of undergrowth for use as mulch on site. An officer will confirm the key sightlines with the arborist on site, particularly the visual connection to Hikoikoi Reserve.
20. Riparian plants have been ordered in preparation for planting in June-July 2025.

Pito One Pā Landing update

Engagement with Te Tatau o Te Po Marae

21. The Urban Design team shared the Pito One Landings project with Marae trustees to understand:
- What amenities are needed at the urupā.
 - Current user challenges.
 - Any works the Marae have planned.
 - The tikanga of the urupā.
 - How the Marae would like to be involved moving forward.
22. The Marae trustees were supportive of the project and keen to be involved in project moving forward.

23. **Next steps** for Pito One Pā Landing are:

- a. Engagement with the Love family is scheduled on 1 December 2024.
- b. Incorporating the kerb extension and streetscape outside of the urupā into the Traffic Subcommittee report for April 2025.

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Memorandum

Meeting date:	03 March 2025
To:	Deputy Mayor Tui Lewis
Director:	Jon Kingsbury, Director Economy and Development
Paper author:	Bethany Gale, Urban Design Lead
Subject:	Petone 2040: Pito One Landings Project Briefing Note

Purpose

1. To inform the Deputy Mayor of progress prior to the Pito One Projects Steering Group meeting on 3rd March 2025.

Background

2. An update on the Hikoikoi Landing was presented to the Steering Group on 2 December 2024. This included:
 - a. an update on engagement with stakeholders including cyclist group Great Harbour Way Trust, property owners, occupiers and clubs.
 - b. an update on engagement with Kāhui Mana Whenua, interpretation of the cultural narrative, theme and initial design ideas.
 - c. the plan.
3. The action agreed at the meeting was to continue efforts to work with Greater Wellington Regional Council to link the shared path to Halford Place and Te Mome Stream.

Engagement with Kāhui Mana Whenua

4. Concept designs for both Hīkoikoi Landing and Pito One Pā Landing were presented to Kāhui Mana Whenua on 11 February. The Kāhui were supportive of the interpretation of the cultural narrative and how their feedback had been incorporated into the designs.
5. Kāhui Mana Whenua are reviewing summary versions of the cultural narrative to release on the project web page in early March. For Pito One Pā Landing, this is also being reviewed by Te Tatau o Te Pō Marae.

Hīkoikoi Landing Update

Traffic Resolution Process

6. Following feedback from the formal engagement on the traffic resolution, the decision was made to remove the cycleway extension from the proposal and monitor issues to see if further works were required.
7. The Waione St shared path was presented to the Petone Community Board on 10th February 2025. The board's recommendation was to defer a decision on the shared path until a Cycling Strategy has been approved and focus on the other elements of the project.
8. Following the Petone Community Board meeting, the shared path has been removed from the March 2025 Infrastructure and Regulatory Committee agenda.

Plan update

9. The shared pathway has been removed from the plan.
10. Designs for the landing seating area, informal parking area and cultural markers will be presented at the Pito One Steering Group meeting.
11. Approval in principle for the landing seating area and informal parking area from GWRC was received in February. The approval is subject to detailed design and other conditions.

Next steps

12. The next steps for Hīkoikoi Landing are:
 - a. Make web page live on 3rd March.
 - b. Send responses to traffic resolution submissions.
 - c. Work with local artists on sculptural elements.
 - d. Compile tender documents for construction.

Pito One Pā Landing update

Engagement with Te Tatau o Te Pō Marae

13. Officers met with Te Tatau o Te Pō Marae trustees in October 2024 to understand their needs and aspirations. Since then, officers have had 3 further hui with Marae trustees in December 2024 and January 2025.
14. At the latest meeting in January 2025 concepts were presented to Marae trustees. Approval was given to develop these further.
15. Overall, the Marae trustees were supportive of the project, and it has prompted some future planning for the Marae, including:
 - a. Making plans to research how ashes may be entombed and reopen the urupā.
 - b. Developing their own tikanga for entombment.
 - c. Developing a strategic plan / heritage management plan.

What we've heard

16. From the engagement so far with Pito One Steering Group, Kāhui Mana Whenua and Te Tatau o Te Pō Marae, we have compiled the following objectives for the project:
 - a. Increase the street prominence of the urupā
 - b. Support tikanga, and use of the urupā through:
 - Improved accessibility e.g. somewhere to sit, and mobility parking space
 - Increased privacy
 - Protection from the elements e.g. wind
 - Providing somewhere to gather
 - Re-mounting the tap to support whakanoa

Plan

17. Design elements have been developed to respond to each of the objectives.
18. A concept plan and design responses will be presented at the Pito One Steering Group meeting.

Traffic Resolution Process

19. The kerb extension and inclusion of a mobility parking space in front of the urupā required a Traffic Resolution process.
20. A letter drop will be carried out on 4th March 2025 and the formal consultation period will last for 2 weeks.
21. The Traffic Resolution paper will go to the Petone Community Board on 14th April 2025, and the Traffic Subcommittee on 24th April 2025.

Next steps

22. The next steps for Pito One Pā Landing are:
 - a. Make web page live on 3rd March.
 - b. Develop detailed designs.
 - c. Continue engaging on detailed designs with Marae trustees and Kāhui Mana Whenua.
 - d. Compile tender documents for construction.

Mayor Update 7 April 2025

Pito One Landings

Purpose

1. To update the Mayor on the Pito One Landings projects.

Background

3. Under the Petone 2040 programme, the Urban Design team has funding for small-scale improvements that give effect to aspects of the Petone 2040 plan.
4. The plan identifies the 'Western and Eastern Gateways' of Petone. These have led to two projects currently under development:
 - a. Pito One Pā Landing to the west
 - b. Hīkoikoi Landing to the east
5. The purpose of the two Landings projects is to highlight some of Petone's cultural heritage and to improve public spaces.
6. The project areas were chosen because of their significance to Mana Whenua and the Pito One community.

Pito One Pā Landing

7. This area is an early Mana Whenua settlement site – Pito One Pā.
8. The urupā is the only currently visible sign of the early history of the site.
9. In consultation with Te Tatau o Te Pou Marae, Pito One Projects Steering Group and Kāhui Mana Whenua, the team has identified the following opportunities for improvements around the urupā:
 - a. Increase street prominence
 - b. Support tikanga and use of the urupā through:
 - i. Increased privacy
 - ii. Protection from the elements e.g. wind
 - iii. Improved accessibility e.g. somewhere to sit, mobility parking space
 - iv. Providing somewhere to gather
 - v. Repairs to the tap
10. The team is proposing a range of small works to address these opportunities, including:
 - a. Seating and feature paving on a new kerb extension in front of the urupā entrance. This will create a "lobby space" to enable future tangihanga processes.
 - b. A painted mural responding to the cultural narrative.
 - c. Urupā boundary improvements that reflect distinctly Māori architecture.
 - d. A mobility parking space.
 - e. Tap repair.

11. Community engagement on the Traffic Resolution for the new mobility bay was held in early March. Officers will seek approval of this change at the Traffic Sub-Committee on 24 April.
12. Subject to Sub-Committee approval, the physical works will start towards the end of the financial year.

Hikoikoi Landing

13. This area is also of significance to Mana Whenua being in the mahinga kai (cultivation, and food-gathering including kai moana) area associated with Hikoikoi Pā.
14. In consultation with the Pito One Projects Steering Group, Kāhui Mana Whenua and local stakeholders, the team identified a number of issues and opportunities to:
 - a. Reveal the cultural importance and history of the area
 - b. Improve the health of Te Mome Stream and surrounding environment
 - c. Prevent illegal dumping
 - d. Create a better and more visible entrance to the Hutt River Trail
 - e. Provide safer and more accessible ways to move around
 - f. Improve signage and wayfinding
15. The team is proposing a range of small works to address these opportunities, including:
 - a. A shared path between the existing walking and cycling network and the Hutt River Trail.
 - b. A seating area with wayfinding, planting and paving near the entrance of the Hutt River Trail.
 - c. Riparian planting along Te Mome Stream to improve the health of the waterway.
 - d. Logs and bollards to prevent vehicular access to Te Mome Stream to address illegal dumping.
 - e. Artworks on either side of Waione Street to reflect the significance of the area to Mana Whenua.
16. Community engagement on the shared path was undertaken in November / December.
17. In February, the Petone Community Board considered the shared path proposal and agreed the following resolution:

"That the Infrastructure and Regulatory Committee recommends that Council:

 - (1) *Receives the information;*
 - (2) *Defers a decision on the shared path; and*
 - (3) *Focuses on the landing area and postpones the shared path until the Cycling Strategy is completed."*
18. At the Pito One Projects Steering Group meeting in early March, members of the group expressed disappointment with the Community Board recommendation. Consequently, and in order to follow due process, officers will be seeking a

decision on the shared path from the Infrastructure and Regulatory Committee on 8 May.

19. Preparation for tendering the physical works (with or without the shared path) are underway. Following the 8 May decision, a contractor will be appointed to deliver the works, starting in late FY 2024/25 or early in FY 2025/26.

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From: [Andrea Blackshaw](#)
To: [Lucie Desrosiers](#)
Cc: [Jon Kingsbury](#); [Bernice McLaughlin](#); [Bethany Gale](#); [Tessa Sefton](#)
Subject: RE: CCCP Director's Update - Hikoikoi Landing project
Date: Thursday, 10 April 2025 9:28:57 am
Attachments: [image001.png](#)
[IMG1HCCLogo-Colour-EmailSignatureV5.png.png](#)

Thanks, can do – will include for final as draft has been submitted.

AB

Andrea Blackshaw
Director Neighbourhoods & Communities

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010

P: M: [s7\(2\)\(a\)](#) **W:** www.huttcity.govt.nz



From: Lucie Desrosiers <Lucie.Desrosiers@huttcity.govt.nz>
Sent: Thursday, 10 April 2025 9:10 am
To: Andrea Blackshaw <Andrea.Blackshaw@huttcity.govt.nz>
Cc: Jon Kingsbury <Jon.Kingsbury@huttcity.govt.nz>; Bernice McLaughlin <Bernice.McLaughlin@huttcity.govt.nz>; Bethany Gale <Bethany.Gale@huttcity.govt.nz>; Tessa Sefton <Tessa.Sefton@huttcity.govt.nz>
Subject: CCCP Director's Update - Hikoikoi Landing project

Kia ora Andrea,

The CE and Mayor have advised that we should be moving forward with the Waione Shared Path.

Caryn has clarified that we should update the Communities, Culture and Partnerships Committee via your Director report (rather than Infrastructure and Regulatory Committee via Jon's Director report). Below is a short update to be included in your report, please.

Pito One Landing project

Under the Petone 2040 programme, the Urban Design team has funding for small-scale improvements that give effect to aspects of the Petone 2040 plan. The plan identifies the 'Western and Eastern Gateways' of Petone. These have led to two projects currently under development:

- *Pito One Pā Landing to the west*
- *Hikoikoi Landing to the east*

The purpose of the two Landings projects is to highlight some of Petone's cultural heritage and to improve public spaces.

For Hikoikoi Landing, the team has developed a range of small works to be implemented shortly:

- *A shared path between the existing walking and cycling network and the Hutt River Trail.*
- *A seating area with wayfinding, planting and paving near the entrance of the Hutt River Trail.*
- *Riparian planting along Te Mome Stream to improve the health of the waterway.*
- *Logs and bollards to prevent vehicular access to Te Mome Stream to address illegal dumping.*
- *Artworks on either side of Waione Street to reflect the significance of the area to Mana Whenua.*

For Pito One Pā, the team is proposing small works around the urupā including a mobility bay, a kerb extension, a mural and fence treatment.

Many thanks

Lucie Desrosiers

Head of Urban Development

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010

P: s7(2)(a) **M:** **W:** www.huttcity.govt.nz



From: Lucie Desrosiers <Lucie.Desrosiers@huttcity.govt.nz>

Sent: Wednesday, 9 April 2025 11:05 am

To: Jon Kingsbury <Jon.Kingsbury@huttcity.govt.nz>

Cc: Evandro Scherer <Evandro.Scherer@huttcity.govt.nz>; Tessa Sefton <Tessa.Sefton@huttcity.govt.nz>; Bethany Gale <Bethany.Gale@huttcity.govt.nz>; Paul Hewitt <Paul.Hewitt@huttcity.govt.nz>; Rona Lemalu <Rona.Lemalu@huttcity.govt.nz>

Subject: Waione Shared Path approval

Kia ora Jon,

At the Mayor & CE meeting this morning, we were advised to proceed with the Waione Shared Path under Jo's delegation i.e. we do not need to go to I&R Committee on 8 May. We will update the Committee on progress under your Director's update.

They both felt that we have engaged far and wide on this project and given the minor nature of the works, it is time we move to delivery and complete the works. They have also asked us to cancel the councillors briefing on Pito One Landings on 23 April.

This means we can proceed with the procurement immediately.

Approval of the new mobility bay at the urupa will be sought at the Traffic Sub-Committee on 24 April as originally planned.

Cheers

Lucie Desrosiers

Head of Urban Development

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010

P: s7(2)(a) M: W: www.huttcity.govt.nz



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From: Elected Members Requests
Sent: Friday, 7 November 2025 4:28 pm
To: _MayorAndCouncillors <MayorAndCouncillors@huttcity.govt.nz>
Cc: __CLT <CLT@huttcity.govt.nz>
Subject: Update: Pito One Landings

Tēnā koutou katoa,

Please see below from Jon Kingsbury, Director Economy & Development:

Pito One Landings Update

This project is part of the Petone 2040 programme which delivers public space improvements in the suburb. Two initiatives are being delivered this year: Pito One Pā Landing and Hikoiko Landing.

Pito One Pā Landing

The improvements at Te Puni Urupā are complete. On Saturday 27 September 2025 the project was blessed by representatives of Te Tatau o Te Pō Marae. More info on this work at hutt.city/pitoonepa

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Hikoikoi Landing

Improvements near Waione Bridge will begin at the end of November. The works include a path, rest area, planting and cultural markers – better connecting the Petone community with their cultural heritage and the Hutt River Trail.

See the attached letter that will be delivered to nearby residents and businesses before the works commence. Or visit hutt.city/hikoikoi for more information on the work.

During construction there will be traffic management in place along Waione Street. The grass area along Waione Street between East Street and the Hutt River Trail will be closed. The Hutt River Trail will remain open in the area and paths for pedestrians and cyclists are unaffected during construction.

A blessing is being organised prior to the start of construction, and you will receive a separate invite for this.

Hikoikoi Landing is expected to be complete in early 2026 (weather permitting), ready for the opening of Te Ara Tupua and Tupua Horo Nuku.

Ngā mihi nui,

Susan Narayan

Elected Member Support Coordinator

Hutt City Council, 30 Laings Rd, Lower Hutt 5010

P: 045706666 M: s7(2)(a) W: www.huttcity.govt.nz

10 November 2025

Notice of construction work: Hīkoikoi Landing

Kia ora,

John Fillmore Contracting Ltd (JFC) will be undertaking small-scale improvements around the entrance to the Hutt River Trail by Waione Bridge, Petone.

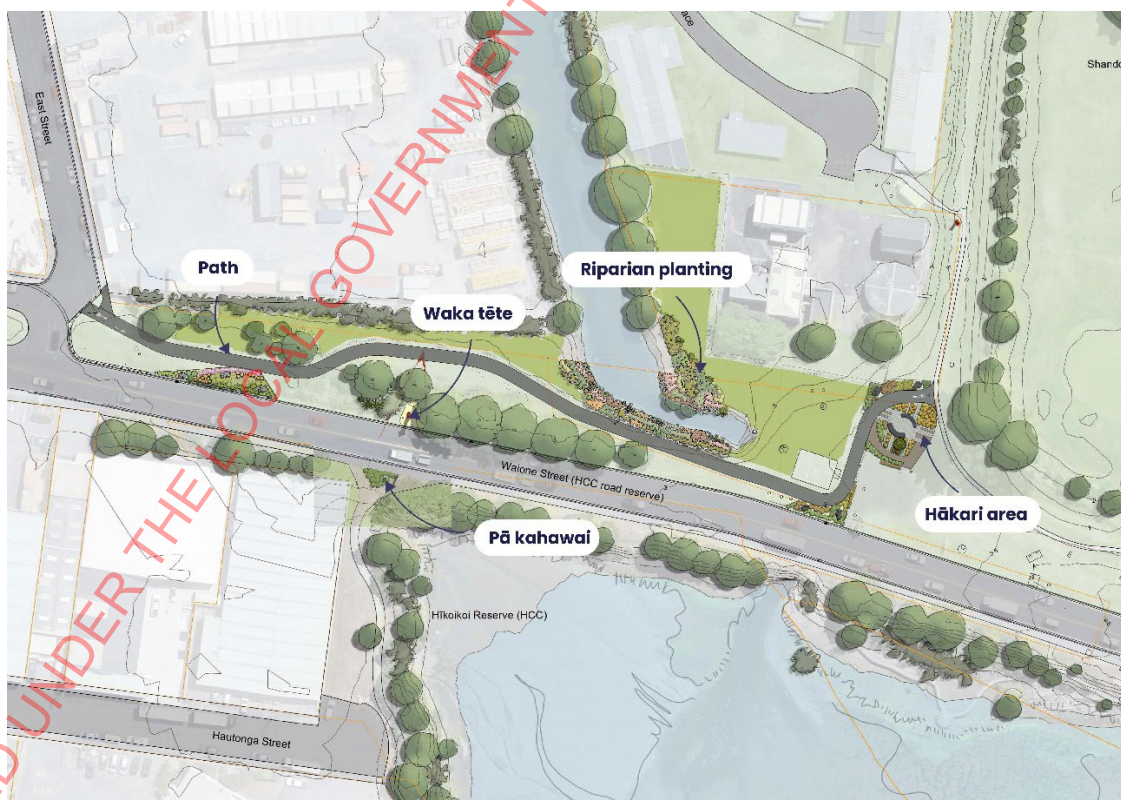
This work is part of our Petone 2040 programme to improve public spaces and highlight some of Petone's cultural heritage. You can find out more about the project at hutt.city/Landings

Date: Monday 24 November – Thursday 12 February 2026

Time: 8.00am – 11.00pm (Monday – Sunday)

What: Works includes a path, rest area, planting and cultural markers.

Plan for Hīkoikoi Landing:



What's happening

To get this work completed as quickly as possible and minimise traffic disruptions the works will be completed in stages. The estimated completion date is 12 February 2026 (weather dependent). This date may change if there are unforeseen delays.

Traffic management will be in place for the duration of the project, this may affect your travelling routine.

During the works there will be:

- 1) A 24/7 closure of the reserve space between East Street and Hutt River Trail. The Hutt River Trail remains open in the area, and paths are unaffected during construction.
- 2) A 24/7 shoulder closure on the eastbound lane.
- 3) A 2 x 24hr shoulder closure on the westbound lane in January.
- 4) From 5-9 January 2026, from 7.00pm-11.00pm
 - a) there will be alternating closure of the east and west bound lanes with stop/go traffic management in place, and a speed reductions to 30km/h.
 - b) Pedestrians will be diverted around the work area by staff.
- 5) No parking in the grass/gravel areas between East Street and Waione Bridge. You can find alternative parking on Port Road, Hautonga Road, and Halford Place.
- 6) Some medium level noise made by our equipment, however, we will endeavour to be as unobtrusive as possible.

Location of works



Safety

Discuss with your household or business the potential risks posed by roadworks and please:

- Stand well back from the work site and follow the directions of staff on-site.
- Respect any traffic and pedestrian control measures in place. To best ensure everyone's safety - if you do need to cross the operational site, please request assistance from the JFC team.
- Comply with the temporary posted speed. This is in place to protect our team working on site and other road users and pedestrians.

Emergency services are aware of the closure and there's a process in place to provide full access in the case of an emergency.

What else?

You can find out more about the project at **hutt.city/Landings** or for further information, please contact:

Jere Wilks, Senior Urban Designer
pito_onelandings@huttcity.govt.nz

Thank you for your patience and understanding while we carry out the works.

Ngā mihi nui,
Urban Design Team
Hutt City Council

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Supporting Pito-one Projects

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A vision for Pito-one and Moreā
looking forward to 2040
to ensure

Development is **cohesive**

Public **amenity** is maximised

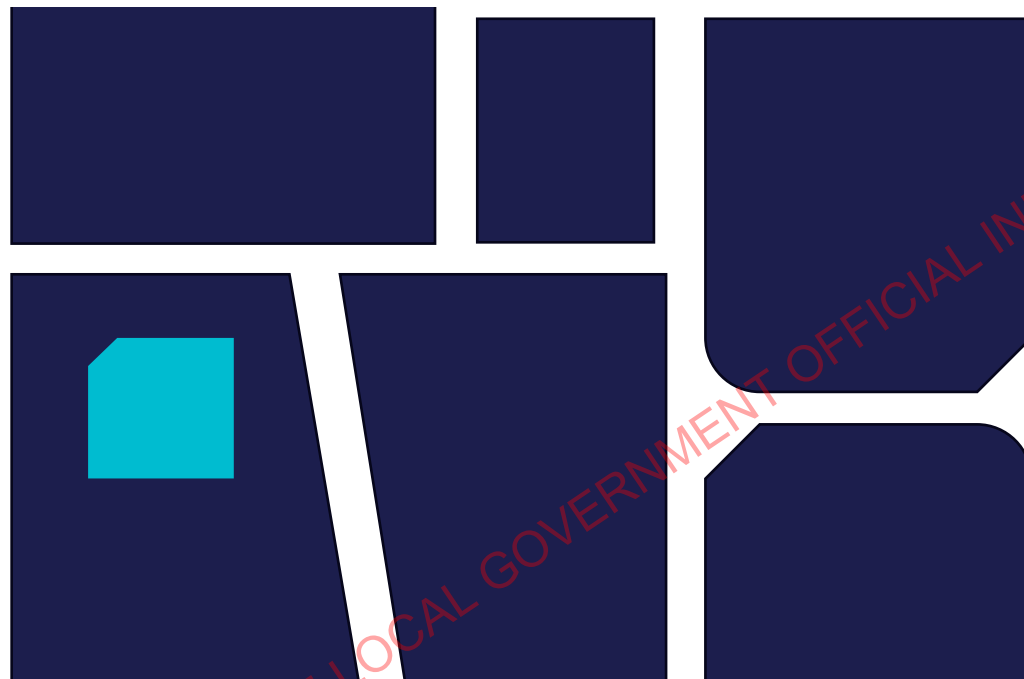
Local character is preserved

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9 Design principles

15 Project Initiatives

The constraint is



Budget

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How do we support the 2040 vision with \$200,000 a year?



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Same Design vision

6 key initiatives

Pito-one East gateway

Pito-one west gateway

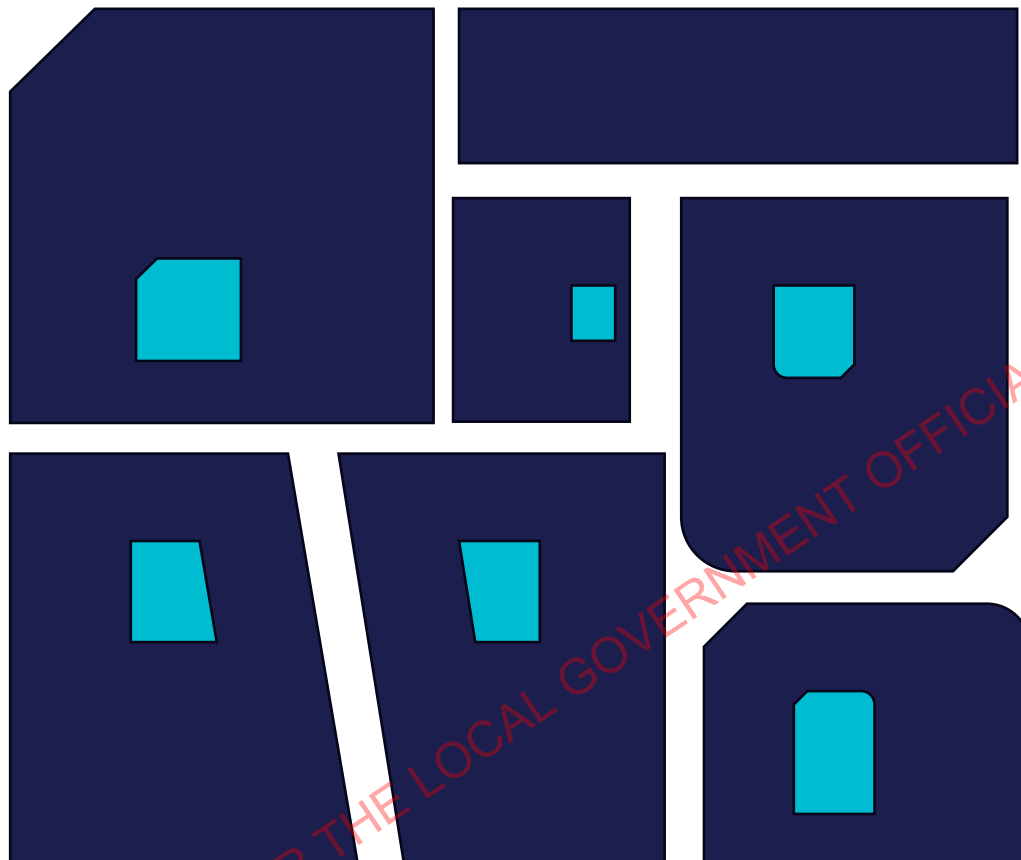
Cuba Street Axis

Buick Amenity Corridor

Hutt River Corridor

Jackson Street East

But delivered at



Smaller scale

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6 potential sites

 **Buick St Intersection**



 **Hutt River Trail: Waione St**



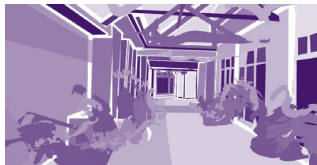
 **Memorial Park Wetland**



 **Te Puni Urupa**



 **Korokoro shared pathway**



 **Doreen Dolan Mall**

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Projects alignment with 2040 design principles

Design principles	Buick Street	Hutt river trail	Te puni Urupā	Korokoro Stream	Memorial Park	Doren Dolan Mall
Reinforce Jackson as the heart of Petone						
Establish 3 attractive town gateways						
Intensify key corridors						
Revitalise Esplanade and foreshore						
Enhance Petone's open and green spaces						
Create an amenity spine: North - Esplanade						
Enhance character						
Leverage major infrastructure projects						
Plan for resilience and expectant design						
	3	6	5	7	3	3

Projects alignment with Pito-one Project engagement

Petone Project goals	Buick Street	Hutt river trail	Te puni Urupā	Korokoro Stream	Memorial Park	Doren Dolan Mall
Future of the Esplanade						
Restore natural environment						
Restore nature though Kaitiakitanga						
Improve accessibility						
Strengthen pedestrian connections						
Create Recreational Zones						
Enhance character						
Highlight Mana Whenua history and aspirations						
Show identity and heritage through storytelling						
	3	7	5	5	2	3

Internal Teams

Mayor and Deputy Mayor

Pito-one Steering Group

Kahuī Mana Whenua



Buick Street



**Hutt River Trail:
Waione St**



**Memorial Park
Wetland**



Te Puni Urupa



**Korokoro shared
pathway**



Doreen Dolan Mall

Memorial Park



**Buick St
Intersection**



**Hutt River Trail:
Waione St**



Te Puni Urupa



**Korokoro shared
pathway**



Doreen Dolan Mall



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 **Buick St Intersection**



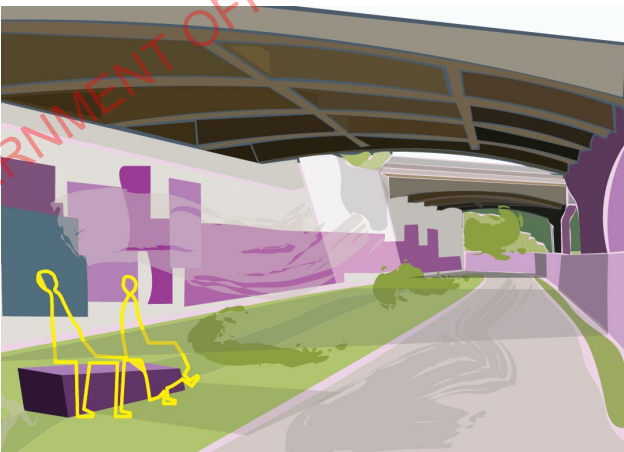
 **Hutt River Trail:
Waione St**



 **Memorial Park
Wetland**



 **Te Puni Urupa**



 **Doreen Dolan Mall**

Korokoro shared pathway



**Buick St
Intersection**



**Hutt River Trail:
Waione St**



**Memorial Park
Wetland**



Te Puni Urupa



Korokoro



Doreen Dolan



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Two concepts

1

**Hutt River Trail:
Waione Street**

2

Te Puni Urupa

Supporting the 2040 vision

1

Hutt River Trail at Waione Street

*Enhance the connection and usability
of the Hutt River trail entrance at
Waione Street*



Existing view towards the Esplanade
No walking or cycling facilities



**Existing underpass access to Waione St footpath
Poor CEPTED and accessibility**



Waione Street Existing Hutt River trail entrance







River Trail Connection

2024

Amend the gap in paving between the Esplanade, bus stop and the river trail.
(Approx. 200m)

Fix CPTED issues around access

Add wayfinding signage from Hutt River trail entrance to adjoining pathway from Jackson St to Memorial Park

2025

Create a mana enhancing and more visible entrance to the river trail

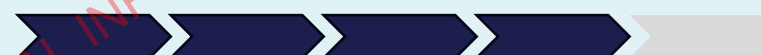
Install seating, rubbish bins and bike fixing station

Project indicators

Spatial Plan alignment



Environmental



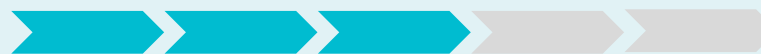
Mana whenua Aspirations



Accessibility



Constraints



Estimated cost



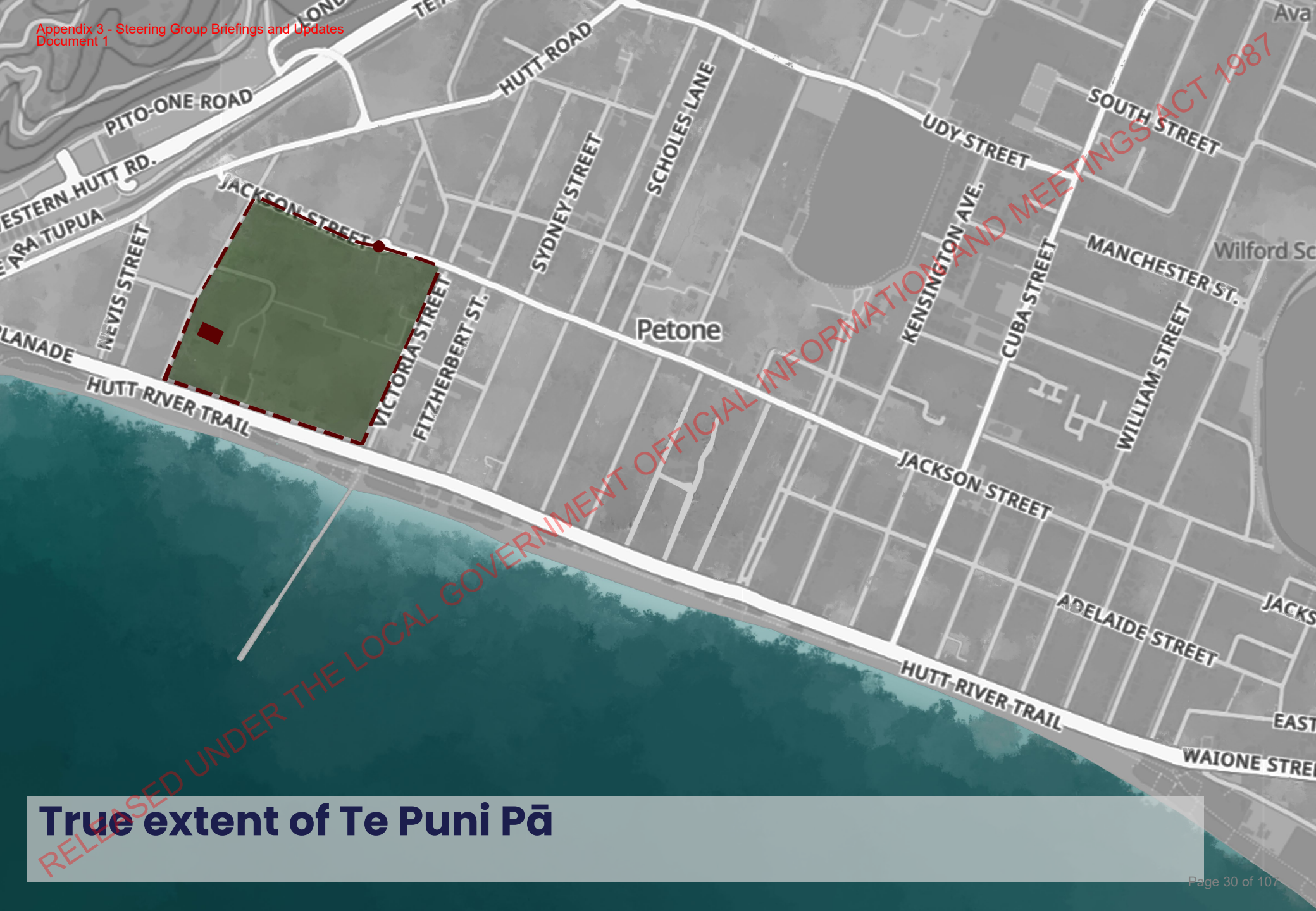
2

Te Puni Pā

Improve connection between Honiata Te Puni Reserve, Esplanade and Pito-one town centre. Mana Whenua area of significant cultural value is celebrated.



Te Puni Urupā Poor street frontage and misspelt signage



True extent of Te Puni Pā



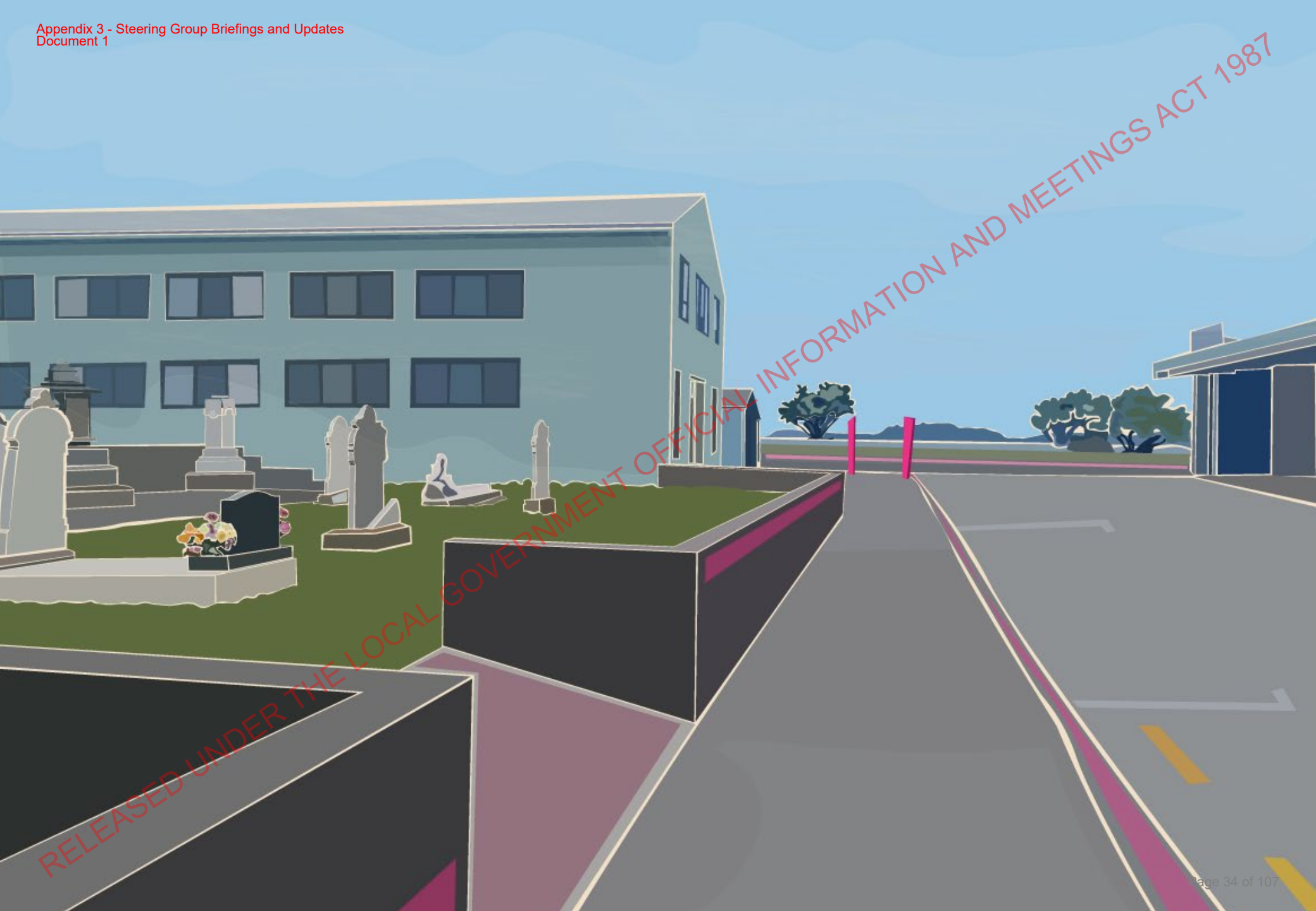
Esplanade and Te Puni Street intersection No visual connection to Honiana Te Puni Reserve



**Te Puni Street view to harbour
Visual link with Te Hauwhenua, the event forming, Matiu
Island, Motu kairangi and Te Whanganui a Tara.**



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Te ara o te Puni

2024

Demarcate true extent of Te Puni Pā with a Toi Māori & pedestrian wayfinding.

Amend the spelling error on the signage of the existing pa site

2025

Develop a raised crossing connecting Honiana Te Puni Reserve and Te puni street amenities.

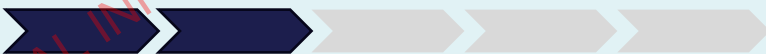
Develop Toi Māori wayfinding connection pedestrians from the urupa to Honiana Te Puni

Project indicators

2040 alignment



Environmental



Mana whenua Aspirations



Accessibility



Constraints



Estimated cost



Thank you for your time



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Pito One Landings

Timeline

Cultural narrative

Spatial analysis

Opportunities

Next Steps

Timeline

High Level Work Programme	Q1 2024			Q2 2024			Q3 2024			Q4 2024			Q1 2025			Q2 2025			Q3 2025			Q4 2025		
Hikoikoi	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Feasibility Study																								
Spatial analysis																								
Concept																								
Stakeholder Engagement																								
Developed design																								
Construction Plan and Tender																								
Construction																								
Pito One Pā																								
Feasibility Study																								
Spatial analysis																								
Concept																								
Stakeholder Engagement																								
Developed design																								
Construction Plan and Tender																								
Construction																								
Pito One Project Steering Group (lead in time 1 week to secretariat)																								
Pito One Community Board (update pre construction) (lead in time is 15 working days)																								
Kāhui Mana Whenua																								
GWRC																								
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
	Q1 2024			Q2 2024			Q3 2024			Q4 2024			Q1 2025			Q2 2025			Q3 2025			Q4 2025		

Cultural narratives

Both cultural narratives outline the significant cultural value Pito One has for Mana Whenua.

They include mātauranga regarding:

Each of the sites prior to European development

Rangatira and events important to Mana Whenua

Sites of significance that relate to each project

Pito One in the formation of Te Whanganui a tara,
including: Māui-tikitiki-a-Taranga, Kahui Mounga and Ngake and Whataitai

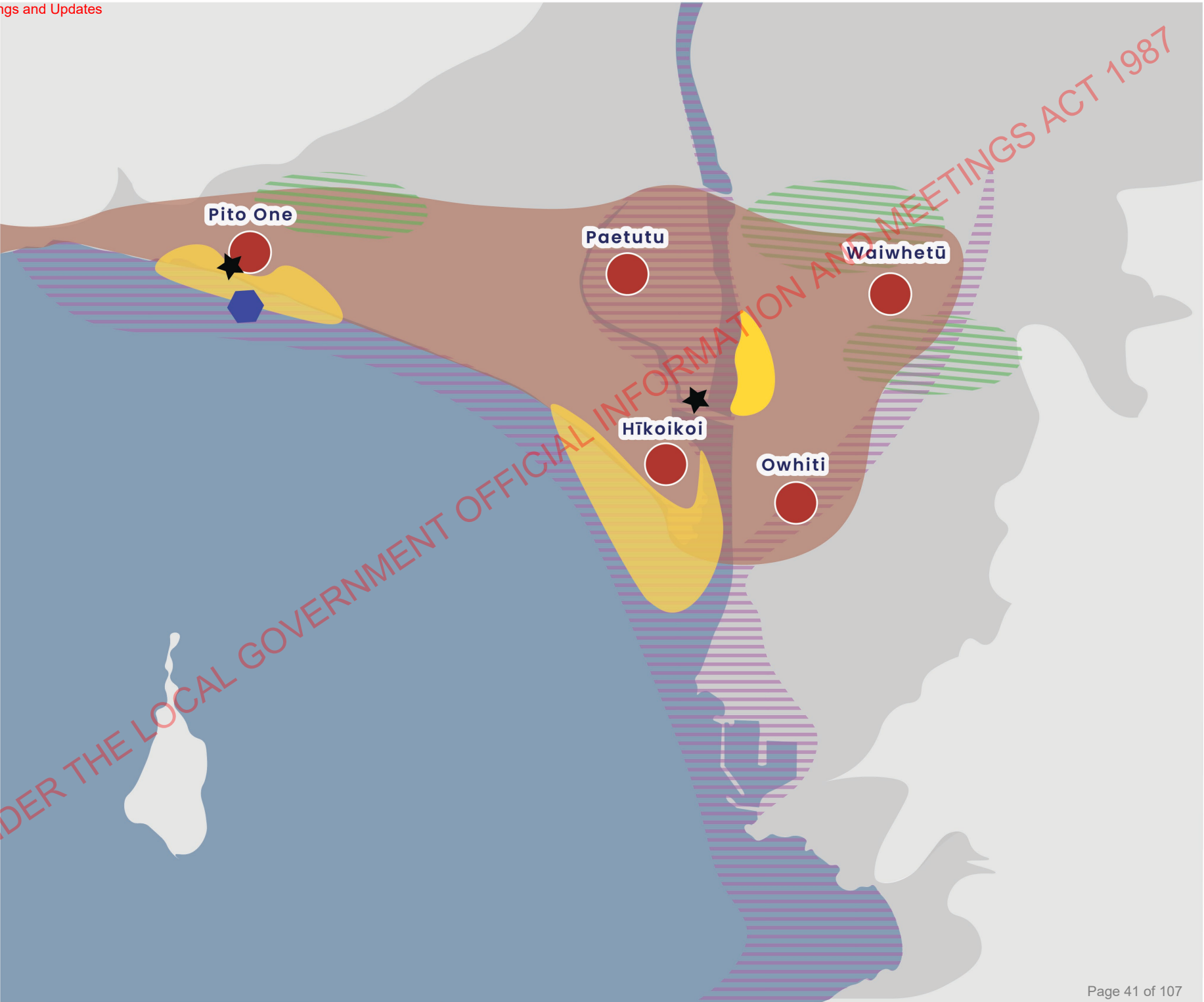
The Pito One East and West cultural narratives were created by Matiu Jennings and Richard Te One respectively.

Shared Community
Extent &
Waka Landing sites
Te Puni & Hīkoikoi

June 2024

- Legend**
- Key settlement areas
 - Waka Landing
 - Shared community
 - *Approximate Area*
 - Cleared cultivation sites
 - *Approximate Area*
 - Kai Moana/ Awa sites
 - *Approximate Area*
 - Ship Tory Landing Area
 - ★ Project locations

Data Source
Aerial - The Hutt City Council and New Zealand Aerial Mapping Ltd, 2021
Tenths Trust GIS 2004



Gateway



- Hard built boundary
- Sense of passing through
- Able to be closed and exclude
- Facing one direction
- Relates to boundary plotting and ownership

Landing



- Landing of Waka noted at each site, welcoming of the ship Tory, and vessels travelling up Te Awa Kairangi
- Relates to traditional Māori land use no hard boundaries, multiple uses in domestic life
- Occupation- waka signs of inhabitants
- Sense of being anchored in space, sense of arrival, sense of rest
- No delineating territory boundaries

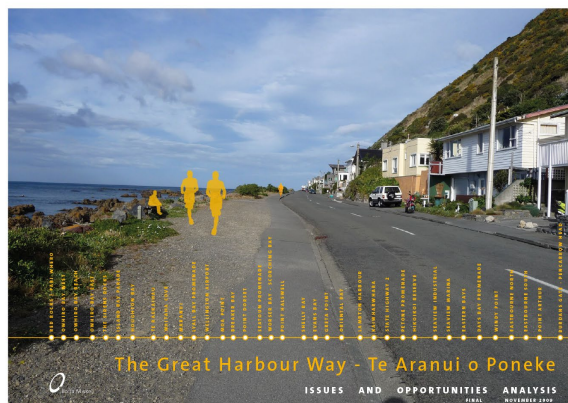
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Hīkoikoi Landing

Access to our river
pathways



Supporting documents



The Great Harbour Way (2009)

For Great Harbour Way Te Aranui o Poneke trust

Bringing together Living Streets Aotearoa, Cycle Aware Wellington and Rotary, the Great Harbour Way was created. A charitable trust was formed, funds were raised to support expert advice, and 35 submissions were made to local councils and NZTA. Te Ara Tupua and Tupua Horo Nuku have stemmed from this work.

Highlights the following for the Hīkoikoi Landing area:

- New route needed to connect Hikoikoi reserve across Waione Bridge and Seaview.
- Narrow footpaths.



Petone 2040 Spatial Plan (2017)

For HCC

Analysis highlighted that there was poor walking and cycling connection in this area, along with an opportunity to create an attractive river destination.

Work in this area will align with the following 2040 design principles:

- Create 3 attractive town gateways (Hīkoikoi being the eastern gateway).
- Intensify key corridors.
- Revitalise Esplanade and foreshore.
- Enhance and augment green open spaces.
- Leverage major infrastructure projects.
- Plan for resilience and expectant design.



Future of the Te Awa Kairangi / Hutt River Corridor (2022)

For GWRC

A handbook that builds upon the environmental strategy, providing a blueprint for how the actions identified in the environmental strategy will be implemented.

Following actions were identified for the area:

- Upgrade link to Shandon Golf Course.
- Formalise carparking on west end of Waione bridge for fishers and cycleway users.
- Reach is well-used and would benefit from enhancements and facilities to improve the amenity and overall quality of the area.
- Prioritise river riparian planting.
- Enhance habitat associated with salt water and tidal influences.

Current character & experience

Car dominated

Referred to as 'roady' and unsafe

Conflict between users

Cycling, fishing, walking, parking

Severely inaccessible

Missing and narrow footpaths

Illegible and unclear wayfinding

CPTED and safety issues. Hard to navigate.

Poor visual quality, Lacks identity

Poor connection to the Awa and local history



Walking &
Cycleway
Intersections
Te Puni to Hikoikoi

April 2024

Legend

- Te Ara Tupua, Ngā Ūranga ki Pito One
- Te Ara Tupua Esplanade
- Pito One to Melling
- Hutt River Trail
- Remutaka Trail
- Tupua Horo Nuku
- Pinch Point
- Esplanade alt route

Data Source
Aerial – The Hutt City Council and New Zealand Aerial Mapping Ltd. 2021

Boundaries – Sourced from Land Information New Zealand's data.
Crown Copyright Reserved



1200M Walkable Catchments Hikoikoi Landing

May 2024

- Legend**
- Buildings
 - Roads and Railways
 - Water
 - Train Station
 - Place Measured Point
 - 400m Catchment
 - 800m Catchment
 - 1200m Catchment

Data Source
Place measured point and
catchment service area distance
classified and mapped by the UD
Team April 2024

Walking Catchments: Simulated on
walking network mapped by UD Team
(Version: Centr_Walk_UGP_VBMW)



Access Audit Hīkoikoi Landing

April 2024

Legend

- Unsafe cycle route
- Narrow or constrained route
- Unpaved route
- No pedestrian route
- Inaccessible slope

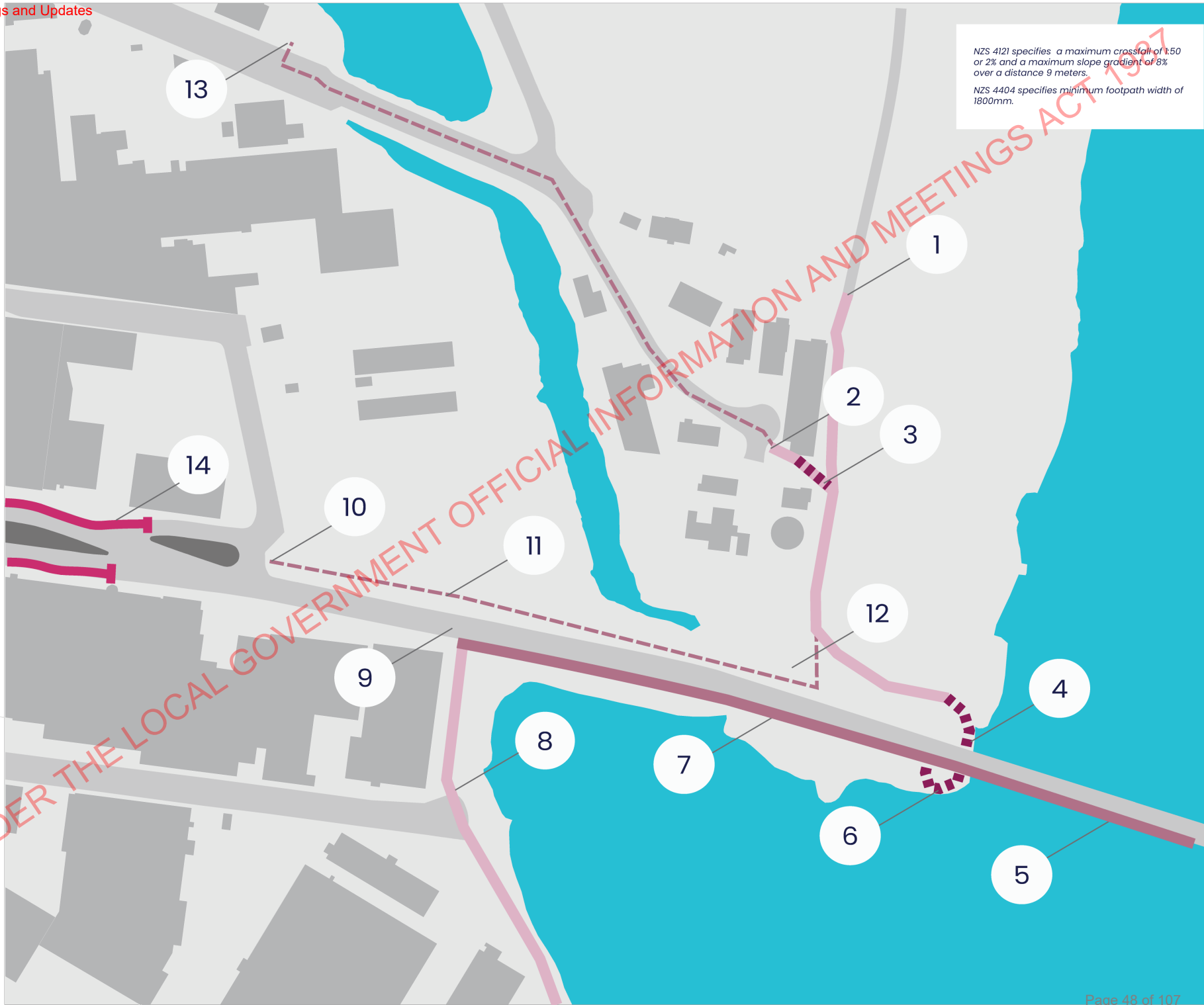
Access Issues

- Narrow route between bollards (1320mm) Narrow path (300mm)
- No footpath, high curb (35mm)
- Steep path slope (12.2 -20.2%) steep crossfall (7-10%) Narrow path (900mm)
- Steep path slope (12.4 -15.8%) Narrow path (950-1550mm)
- Waione Bridge: Poor surface quality & narrow path (1580mm)
- Severe path slope (13.6 -23.8%) Steep crossfall (6.7%)
- No berm between road and footpath, Narrow path (1700mm)
- Gravel path and steep slope rate 13.0%.
- No pedestrian crossing
- No pedestrian access to Esplanade. No curb cut.
- Heavy tree cover and no pedestrian route
- Poor surface quality & unsafe vehicle access point.
- No curb cut on to footpath
- Cycleway ends without safe alternative path

Data Source

On site Access Audit, Urban Design HCC

NZS 4121 specifies a maximum crossfall of 1:50 or 2% and a maximum slope gradient of 8% over a distance 9 meters.
NZS 4404 specifies minimum footpath width of 1800mm.



Access to the Awa Hikoikoi Landing

April 2024

Legend

- Direct access to awa
- No access to awa
- No access (Pollution)
- Awa view, no access
- No public access
- Walkable route
- Buildings
- Roads
- Harbour



Urban Design Analysis of
Petone 2040 Projects
Pito One suburb and
Surrounding Areas

Hīkoikoi Landing
Opportunities

June 2024

Legend

Existing elements

- ➔ Existing pedestrian route
- Existing planting
- Existing grass area
- Road and footpaths

Interventions

- ➔ Pedestrian connections
- ➔ Cycle lane connection
- Landing site
- Key Interventions
- Secondary interventions
- Low mow meadow
- ▨ Safe road crossing
- External opportunities
(Out of scope)

1. Improved Crossing
(Out of scope)

Recommend the road between East St and Esplanade is redesigned through the Esplanade Optimisation Project to increase safety for cyclists using the cycle lane.

2. Signaled Crossing
(Out of scope)

Recommend a safe signaled crossing is added linking Hīkoikoi reserve and Waione Bridge to the Hutt River Trail also providing a clear cycling route through the site.

3. More Planting

Lower maintenance costs by cultivating low mow meadows where possible. Elevate the natural feel of the site through indigenous plants of cultural significance.

4. Welcoming Entrance

Create a clear and welcoming entrance to the Hutt River Trail. Use landscaping and Toi Māori to showcase Ahi Kāi and key themes from cultural narrative.

5. Rest areas

Provide mānaki for visitors with seating and wind shelter. If possible, add better visual connection to the awa.

Plan the space to allow for future amenities and investment from GWRC.



6. Wayfinding

Ensure clear navigation from the landing to Hīkoikoi reserve, CBD, Tupua Horo Nuku, Riverlink, Te Ara Tupua, and Remutaka Cycle trail.

7. Hīkoikoi Reserve sign

Refresh existing sign and planting to help navigation from the landing to reserve. Make important walking route more visible and prominent.

8. Walk & cycle paths

Increase accessibility of the walking routes to the Hutt River Trail. Add a connecting route for cyclists to the Central city, Tupua Horo nuku, Te ara Tupua and Remutaka Cycle Trail.

9. Outline parking

Use a low cost stone edging to clearly outline car parking and safe entry points. This will improve safety and the visual identity of the space. Discuss collaboration with GWRC for resurfacing.

10. Fishing amenities
(Out of scope)

Recommend fishing amenities, e.g. rod holders and hooks are added to remove clutter on footpath for cyclists and walkers. GWRC, Cross valley Link and Wellington Water investment required.



Pito One Pā Landing

Making our
history visible
in Pito One



Whakapapa as theoretical framework

The concept of whakapapa is to weave together the past, present and future.

Whakapapa is a tool to think about scope, history of place and designing from a foundation of mātauranga Māori.

Past – What is the historical context of site, that can be made visible in the project?

Present – What are the current challenges faced by users?

Future – what is the opportunities?

Urban Design Analysis of
Petone 2040 Projects
Te Puni Street – Urupā and
Surrounding Areas

**1849 Port
Nicholson
Surveyed Map
and 2024 Land
Parcel Boundaries**
Pito One Pā
Landing

Legend

● Buildings (1849)

● Harbour (2024)

● Train Station (2024)

□ Current land parcel
boundaries 2024

■ Urupā land parcel
boundaries 2024

Data Source

1849 Map – Port Nicholson / surveyed
by J.L. Stokes ... [et al.] , 1849 ; J. & C.
Walker, sculpt. (National Library),
Georeferenced by HCC Urban Design
Team

Boundaries (2024) – Sourced from
Land Information New Zealand's data.



**Sites of
Significance and
Settlement
(1839-1880's)**
Pito One Pā
Landing

July 2024

Legend

- Te Puni Urupā (existing)
- Buildings
- Roads and Railways
- Harbour
- Train Station
- Known Sites of
significance (Pā, Urupā
and Settlement areas)
- Approximate extent of
settlement
- Significant stream

Data Source

- LINZ Survey Office Plans
- HCC Archives
- Heritage Library in Petone
Community Hub
- HCC Urban Design Team



Current streetscape experience



Te Puni Urupā & Pito One Pā sites

Little evidence of Mana Whenua history, poor amenities for urupā users, odd contrast between urupā and its surroundings.

Perception

Industrial, car dominated, uncomfortable pedestrian experience

Low quality public realm

Large areas of tarmac, few trees and shelter, inconsistent streetscape, wide crossing points and no public seating.

Low levels of manaakitanga

Low footpath quality with no accessible and safe route to and from the foreshore.

Opportunities Pito One Pā

July 2024

Legend

Existing elements

- Existing planting
- Existing grass area
- Foreshore and dunes
- Road and footpaths

Interventions

- Pedestrian connection
- Edge marker
- Settlement edge
- Connection to reserve
- Urupā street frontage
- Water facilities
- External opportunities
(Out of scope)



Opportunities Pito One Pā

July 2024

Legend

Existing elements

-  Existing planting
-  Existing grass area
-  Foreshore and dunes
-  Road and footpaths

Interventions

-  Pedestrian connection
-  Edge marker
-  Settlement edge
-  Connection to reserve
-  Urupā street frontage
-  Water facilities
-  External opportunities (Out of scope)

1. Welcoming Entrance

Create a welcoming and accessible entrance to the urupā. Engage with the trust to explore the addition of rest spaces and accessible parking needs.

2. Accessibility support (Out of Scope)

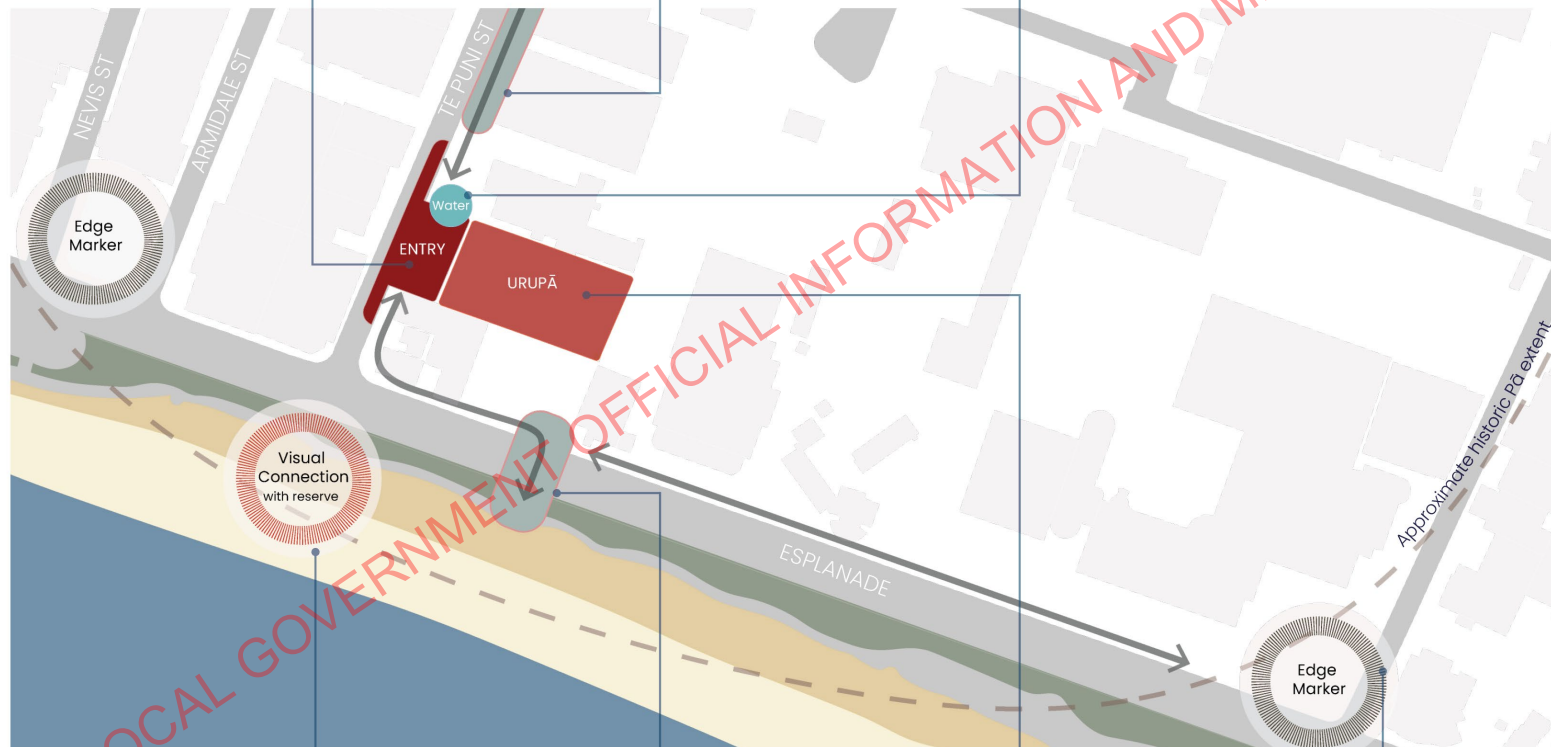
Recommend improvements to footpath accessibility and surface quality are explored alongside future Esplanade works.

3. Support Tikanga

Consider relocation of or improvements to tap provided at urupā entrance.

4. Visible Pūrakau

Overall design embeds cultural narrative & cultural design expressions from Mana Whenua artists.



5. Reserve connection

Create a visual connection between Pito One Pā and Honiana Te Puni Reserve

6. Improved crossing (Out of Scope)

Recommend crossings as part of any future Esplanade works.

7. Showcase the Urupā

Create prominent street facade. Highlighting the importance of Mana Whenua figures memorialised at the urupā.

8. Delineate Pā edge

Explore cultural markers within these areas to acknowledge the significance of the historic Pā site.

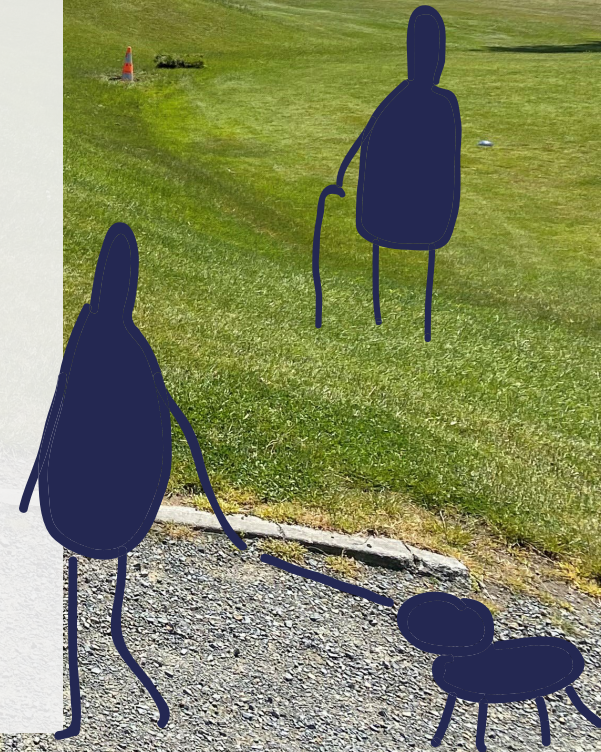
Next Steps

Next we will:

Begin engaging with directly affected stakeholders, starting with Hīkoikoi Landing.

Get stuck into pricing. Start high-level costing of the practical opportunities for Hīkoikoi Landing to confirm the scope of delivery.

Confirm collaborations. Continue to work together with teams at HCC, GWRC, and others on opportunities to align goals and maximise the impact of the projects.



Ngā mihi Thank you

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Pito One Landings

Thursday 3rd Oct Progress Update

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Mana Whenua Engagement

Update

- Verbal introduction to the work at Te Puni Urupā with Te Tatau o Te Pō Marae at the end of August.
- Update shared with Kāhui Mana Whenua in September.

Next Steps

- Present the Pito One Pā Landing project to the trustees of the marae at next AGM / hui.

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Hīkoikoi Landing

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Community engagement

September Update

19 Stakeholders contacted via email, letter drop, post, phone or in-person including:

- 9 Clubs
- 3 Residents
- 5 Commercial operators and Landholders
- 2 Cyclist advocacy organisations

5 responses have been received so far, all supportive and have provided some local context that has reinforced the value of the project.

Next Steps

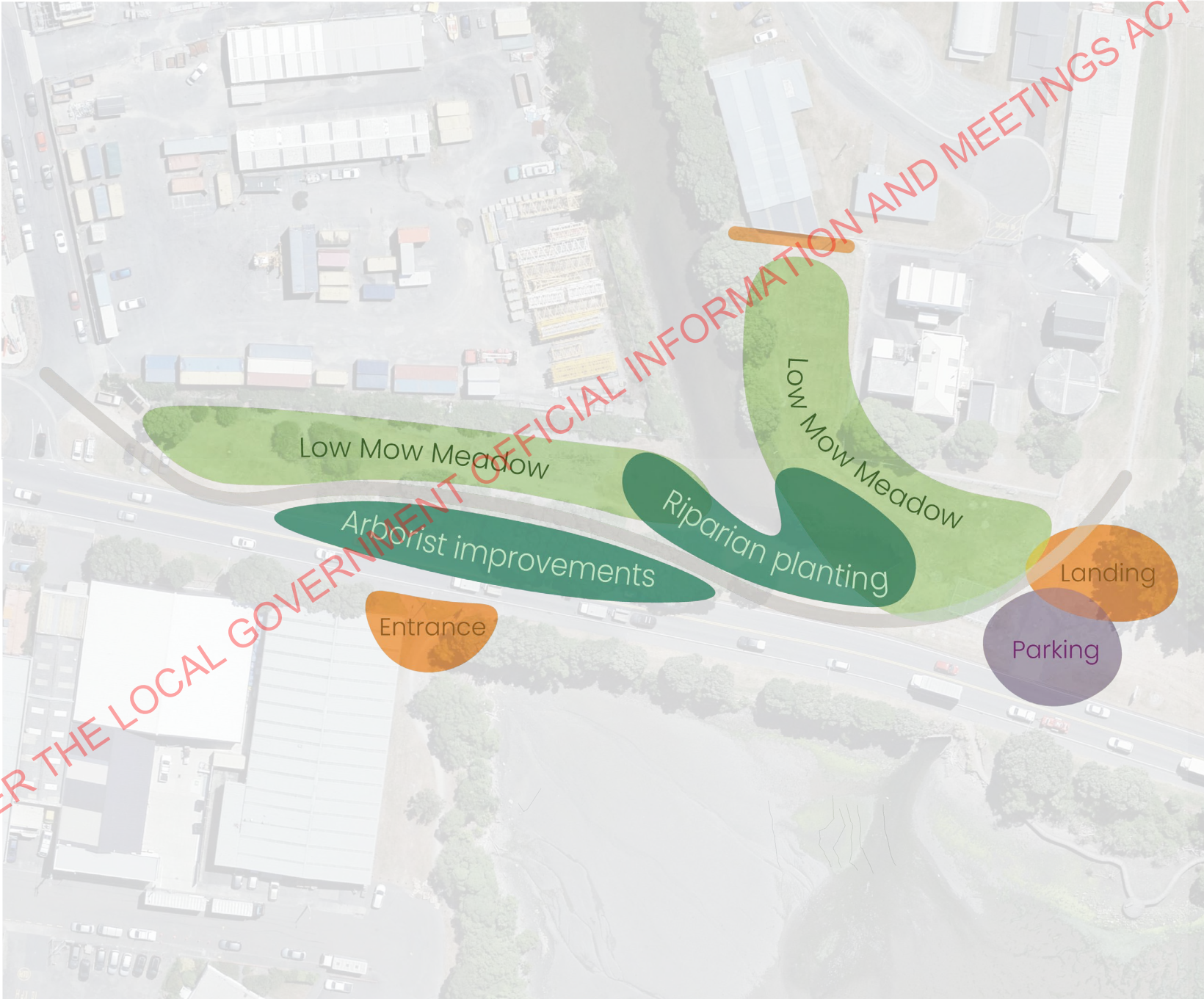
- Engagement with local cyclists has been scheduled in the next few weeks.
- Follow up in-person with stakeholders who have not yet made contact.
- Translate engagement into the design to ensure the community's voice is reflected.



Hikoikoi Landing
Waione Street Bridge and
Surrounding Areas

**Low Mow Meadow
Waione Street**

September 2024



Data Source
Aerial - The Hutt City Council and New
Zealand Aerial Mapping Ltd. 2021



Planting & Low Mow Meadow

- Low Mow meadow trial has been planned to start this month.
- Arborist work to the existing trees/shrubs is planned. Arborist report received today.
- Planting palette for the perimeter of the Te Mome stream has been selected.
- Contractor & community planting is being planned for June – July 2025.

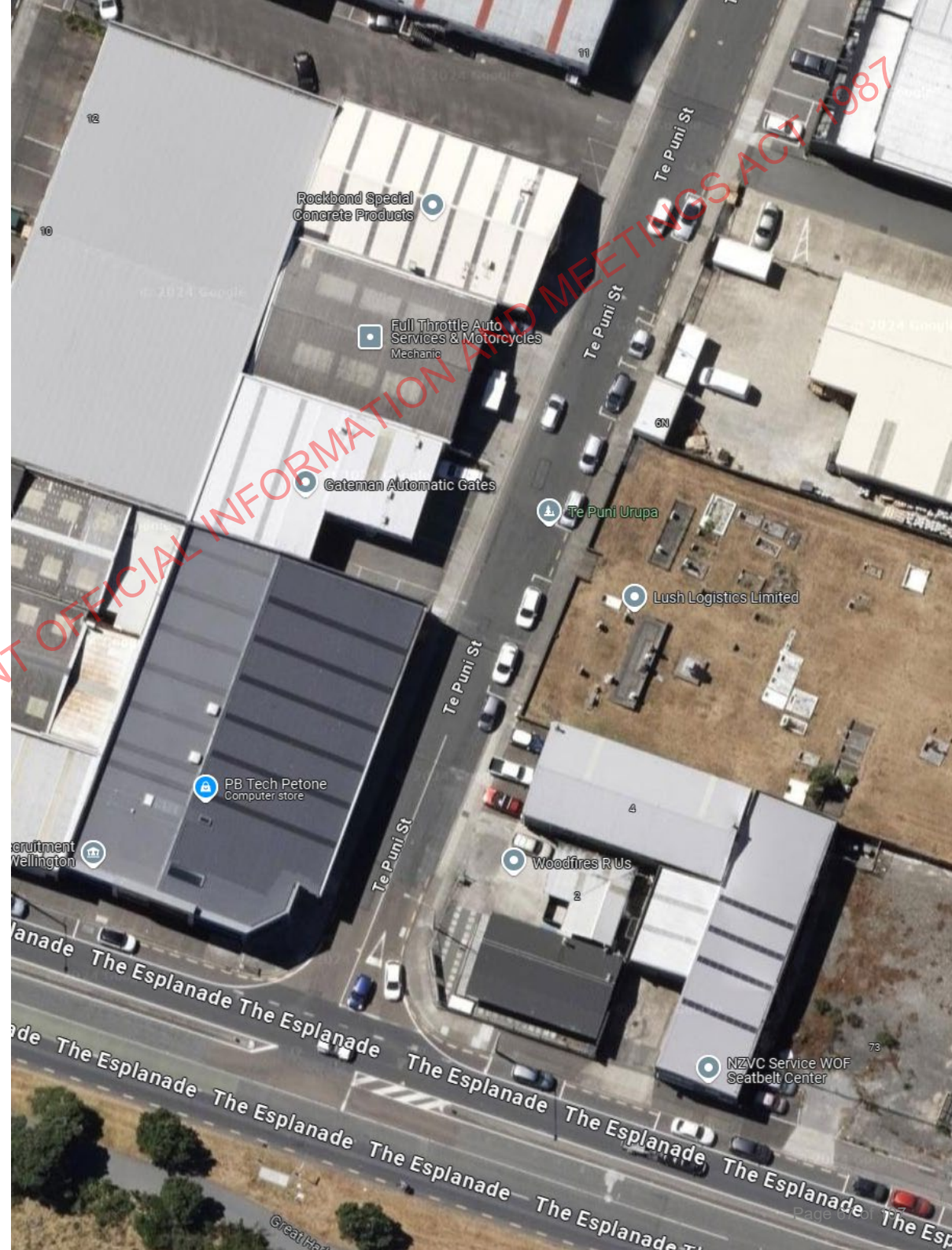


Pito One Pā Landing

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Pito One Pā

- The team is investigating developing the street front outside Te Puni Urupā.
- No reduction to the number of car parking spaces.
- An accessible parking space to be created and a kerb extension for a more inclusive and comfortable environment.
- The upgrade of the street will be incorporated into the Transport Traffic Subcommittee's work programme – April 2025.



Next steps

Hīkoikoi Landing:

- Continue to engage with remaining stakeholders.
- Pending formal approval from Wellington Water (expected in the next few weeks).
- Internal design reviews (Transport, Parks & Reserves etc)
- Finalise cost estimates to confirm scope of delivery.

Pito One Pā Landing:

- Present to Te Tatau o Te Po Marae.

Pito One Landings

Hīkoikoi Landing Concept – Pito One Steering Group
presentation December 2024

Agenda

Engagement

Concept Plan

Cultural narrative interpretation

Next steps

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October – November Engagement

Community

- Property owners, occupiers and commercial operators – continued engagement
- Local cyclist group Great Harbour Way / Te Aranui o Pōneke Trust – meeting

Asset / Land owners

- Greater Wellington Regional Council – discussions underway
- Wellington Water – feedback received
- Hutt City Council teams – maintenance

Traffic Resolution

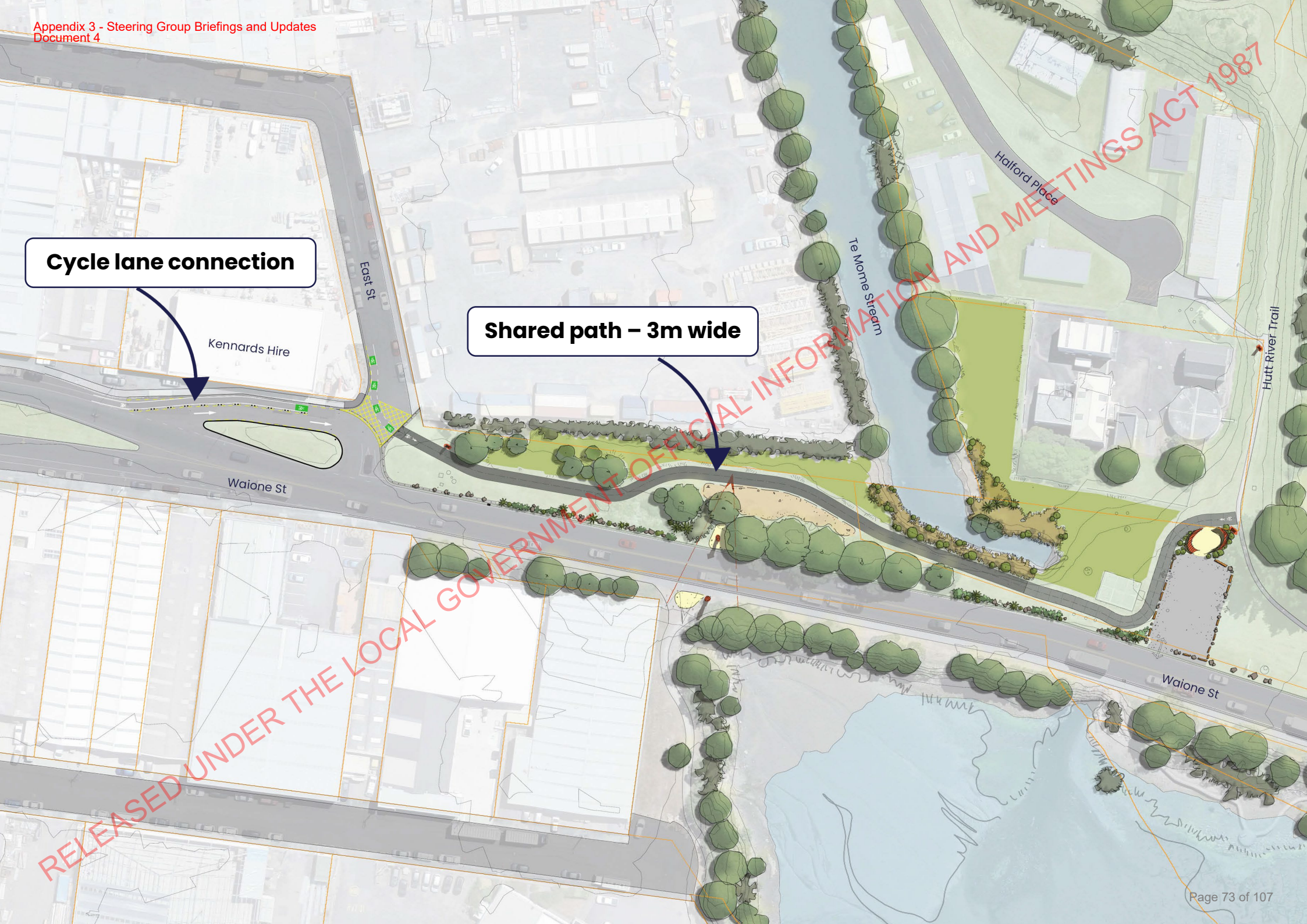
- Consultation (28th Nov to 12th Dec) for shared path & cycle lane connection – Letter drop

Mana whenua

- Cultural narrative interpretation & initial design ideas – Collaboration with Kāhui Mana Whenua

Concept Plan





Cycle lane connection

Kennards Hire

Shared path – 3m wide

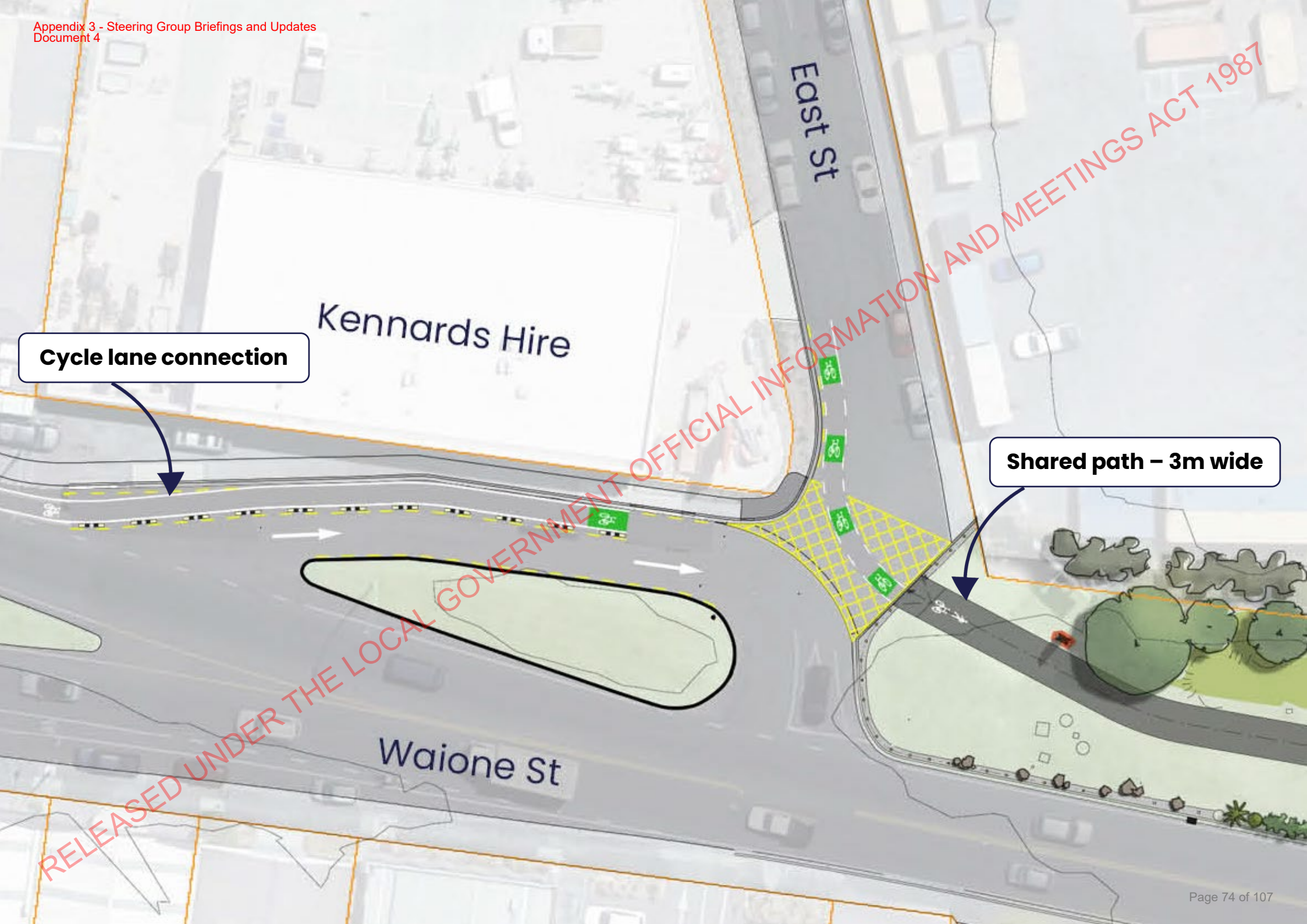
Te Mone Stream

Halford Place

Hutt River Trail

Waione St

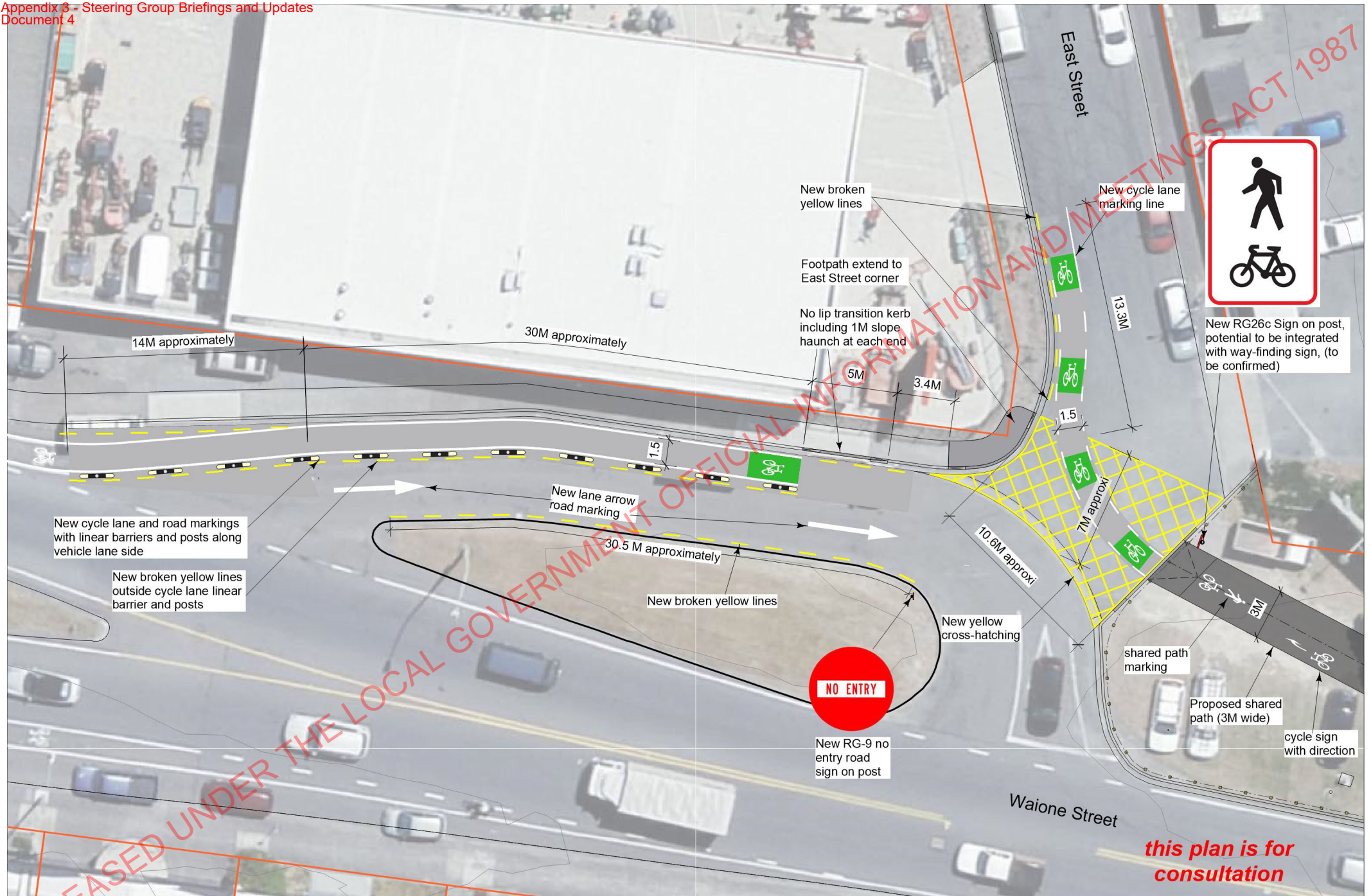
Waione St

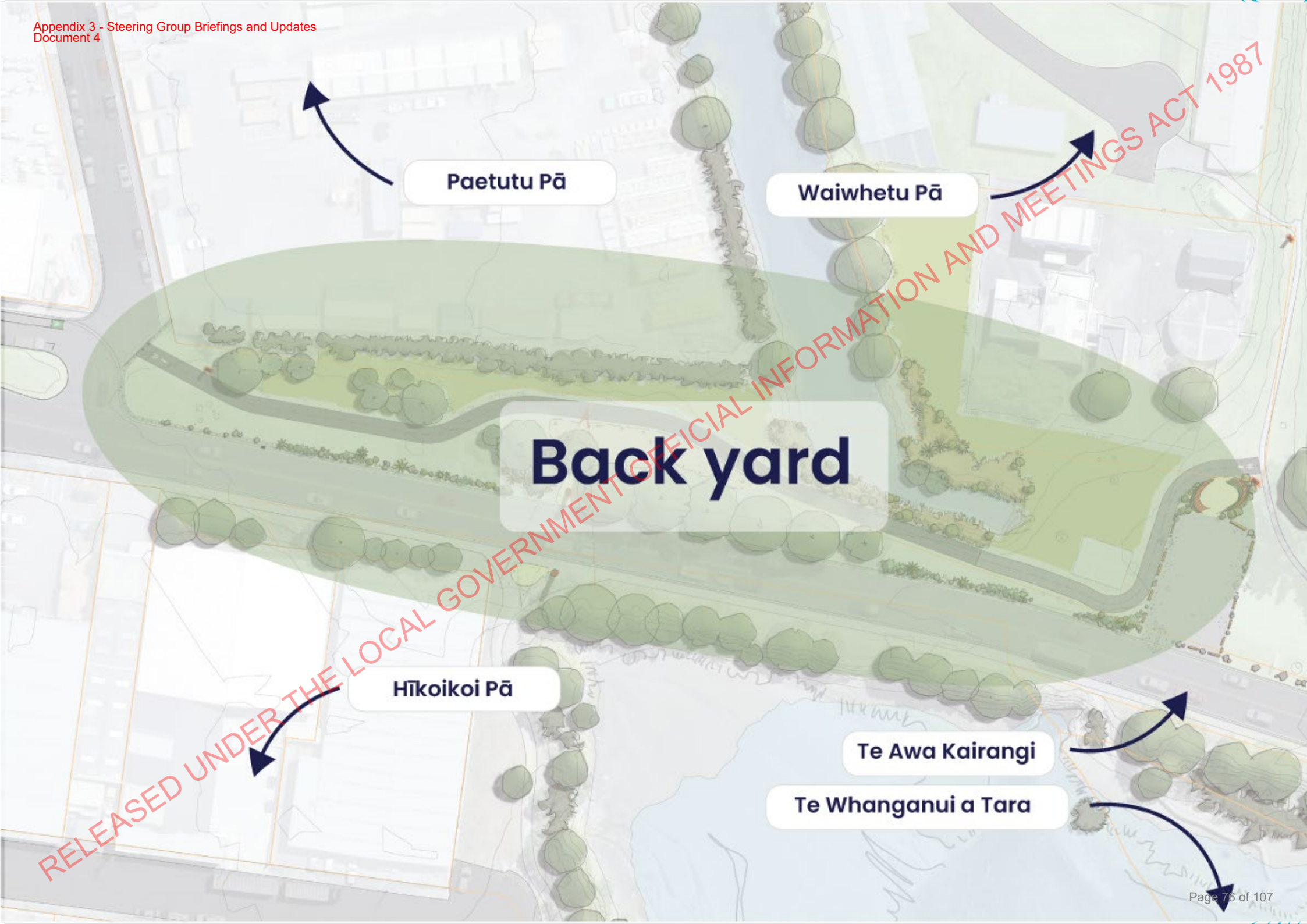


Cycle lane connection

Shared path - 3m wide

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Cultural Narrative interpretation

Cultural narrative

Pito One, Te Awa Kairangi, Estuary

Theme

Transportation of Kai moana from the coast

Waka

Kai Moana

Imagery

Occupation activities: Supporting kai moana collection

Consumption
of kai

Weaving

Crafting of fishing
equipment

Waka

Indigenous
Planting

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Design Palette

Waka tētē
/making



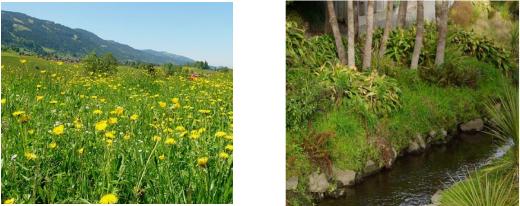
Fishing



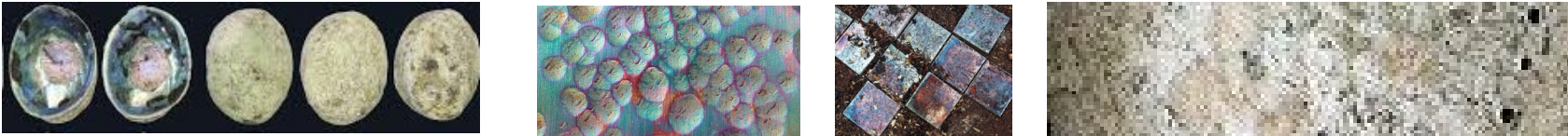
Weaving

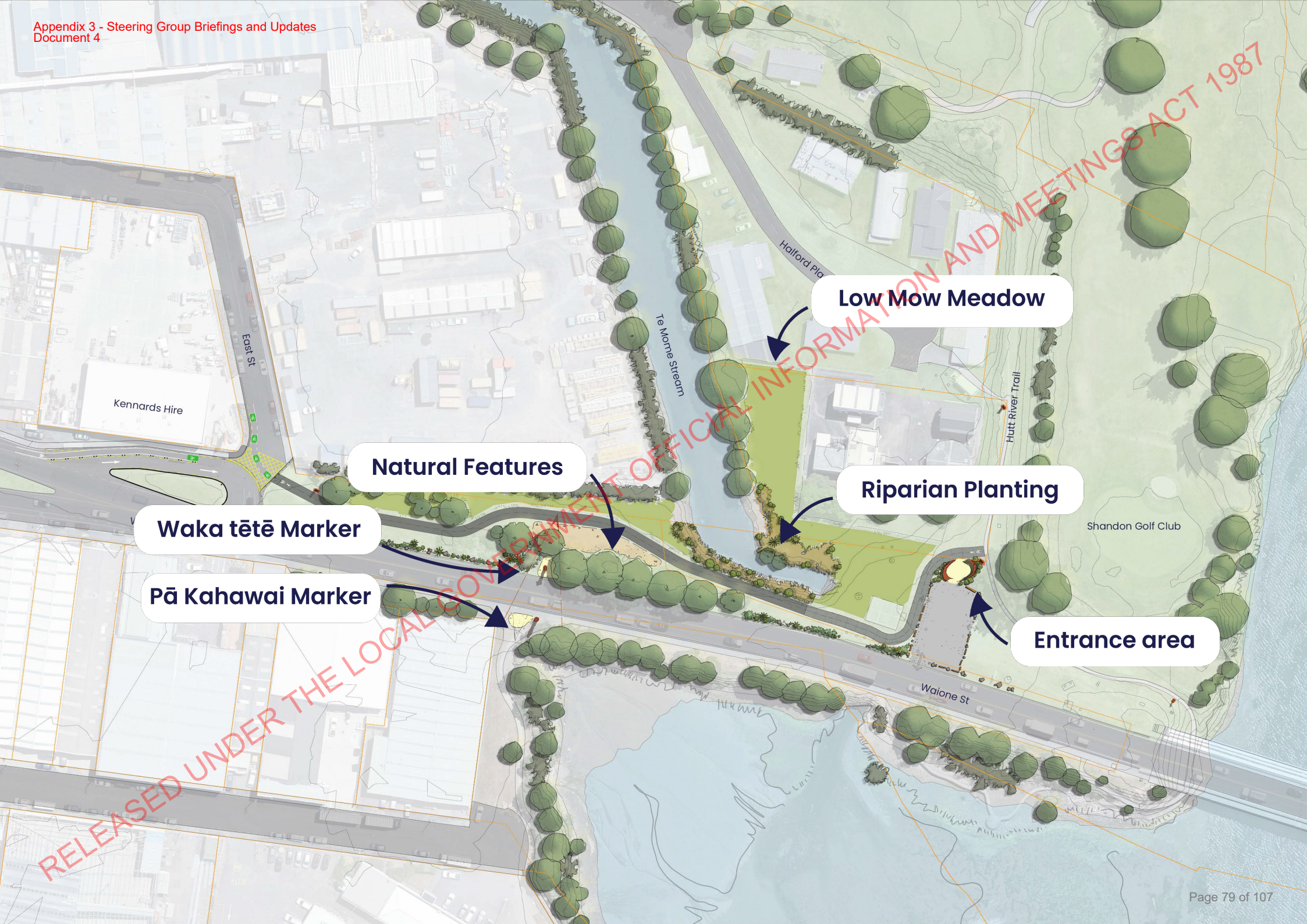


Indigenous
planting
/rewilding



Kai moana





Waka tētē Marker

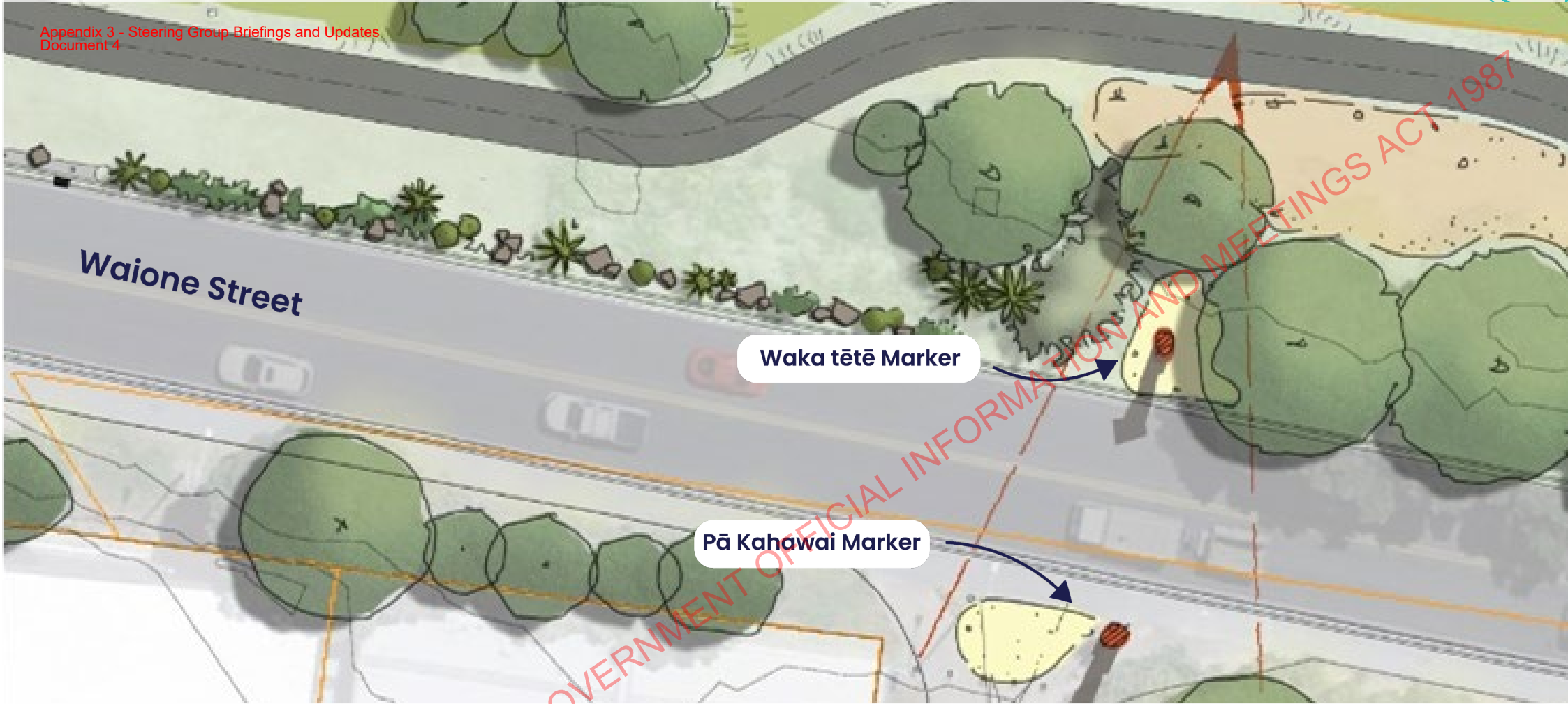
Pā Kahawai Marker

Natural Features

Low Mow Meadow

Riparian Planting

Entrance area



Pā Kahawai South Marker

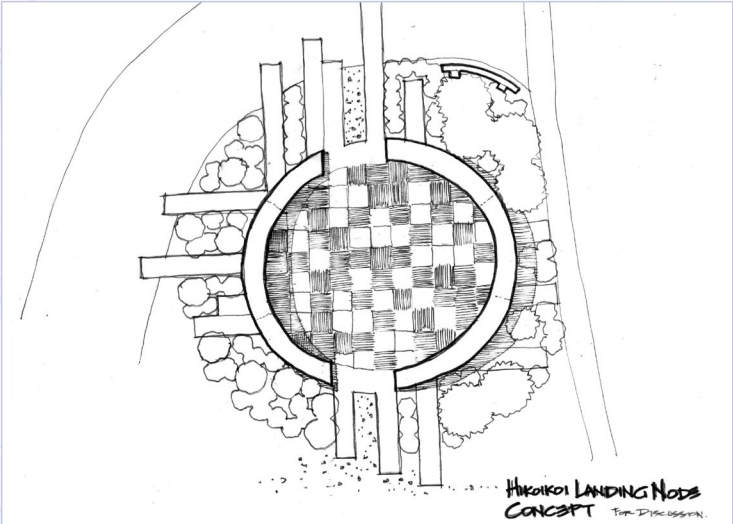


Waka tētē North Marker





Rourou woven pavement treatment



Pāua shell resting area



Next steps

- Detailed design of the shared path and planting
- GWRC & WW approval process
- Develop cultural markers & entrance area with Kāhui Mana Whenua
- Develop cost estimates for: Cultural markers, East Street intersection, Entrance area
- HCC committee process – Shared path & Cycle lane connection
- Early landscape works e.g. arborist



Pito One Landings

Pito One Steering Group

03/03/2025

Agenda

❑ Pito One Pā Landing

- Who we've talked to
- What we've heard
- Design response and concepts
- **Next steps**

❑ Hīkoikoi Landing

- Engagement update
- Concept plan update
- Cultural narrative design development
- **Next steps**

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Pito One Pā Landing

Stages

- Currently at stage 1 implementation
- Developing design palette for both stages with Kāhui Mana Whenua



Who we've talked to

- Pito One Steering Group
 - March 2024
 - July 2024
 - October 2024
- Kāhui Mana Whenua
 - September 2024
 - February 2025
- Te Tatau o Te Pō Marae
 - October 2024
 - Mid and end of December 2024
 - January 2025

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What we've heard?

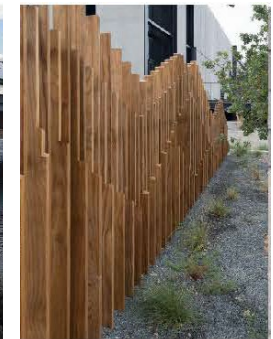
- ❑ **Increase street prominence**
- ❑ **Support tikanga, and use of the urupā through:**
 - Improved accessibility e.g. somewhere to sit, mobility parking space
 - Increased privacy
 - Protection from the elements e.g. wind
 - Providing somewhere to gather
 - Repairs to the tap

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Design response

Urupā edge treatment:

- ✓ Increase street prominence
 - Use distinctly Māori architecture to re-fortify the Pā
- ✓ Support use of urupā:
 - Decrease exposure to southerly winds
 - Additional privacy for urupā users whilst protecting sightlines



Design response

Kerb extension:

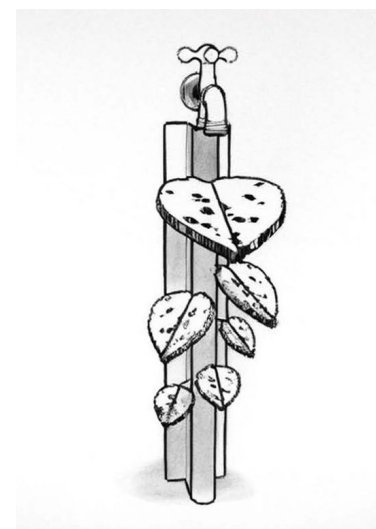
- ✓ Increase street prominence
 - Lobby space with paving pattern
 - Carved pou
- ✓ Support tikanga and use:
 - Protected lobby space to enable future tangihanga processes
 - Inclusion of mobility parking space
 - Addition of elements to sit/perch



Design response

Kawakawa tap:

- ✓ Increase street prominence
 - Use design to illustrate the use of the tap e.g. mural or sculptural
- ✓ Support tikanga and use:
 - Support whakanoa tikanga by re-mounting tap to wall



Concept Plan

Mural

Mobility parking space

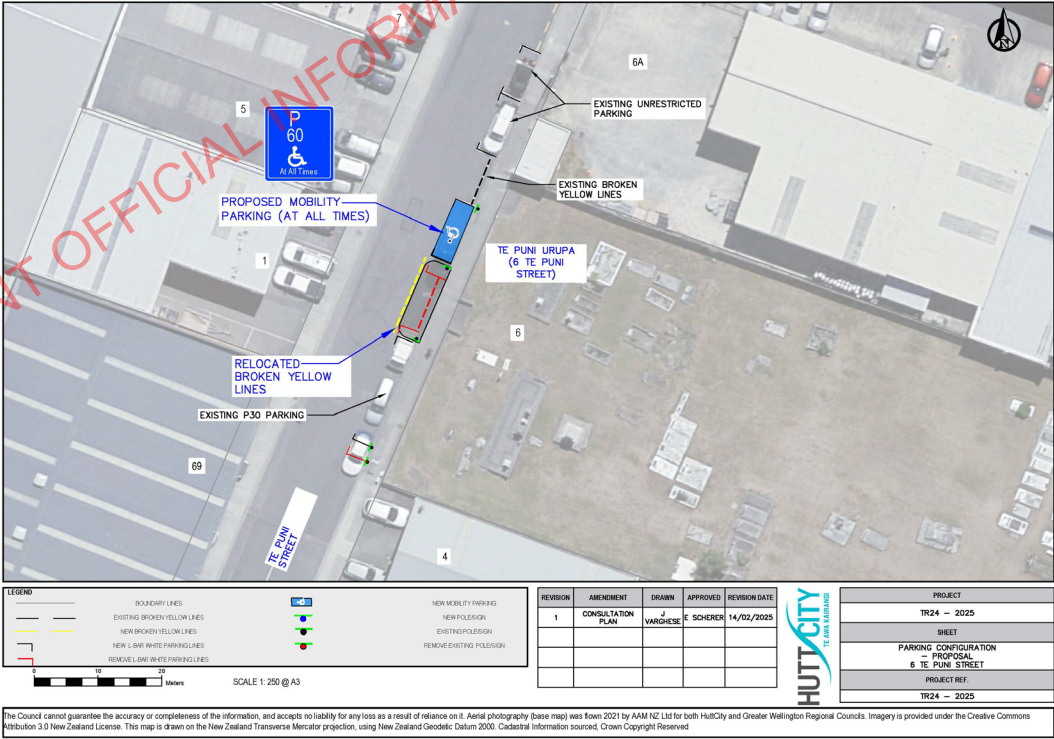
Kerb extension

Seating

Urupā Facade

Traffic Resolution

- Mobility parking space and kerb extension





Next steps

TODAY Pito One Steering Group meeting
TODAY Pito One Landings Webpage live (hutt.city/landings)
4th March Kāhui Mana Whenua design palette wānanga
4th March Traffic resolution - Formal consultation begins
14th April Traffic resolution - Petone Community Board
24th April Traffic resolution – Traffic subcommittee

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Hīkoikoi Landing

Process since last steering group

- **Traffic Resolution Process:**
 - Formal engagement and feedback.
 - Meetings with community groups.
 - Decision to remove cycleway extension.
- **Petone Community Board:**
 - Recommendation to defer shared path and focus on other elements.
- **Engagement on other elements:**
 - Kāhui Mana Whenua.

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Concept Plan

East St

Waione St

Te Mome Stream

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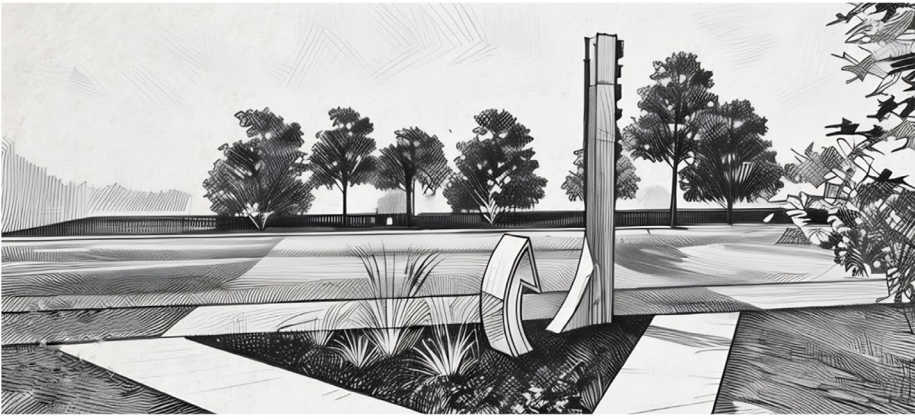
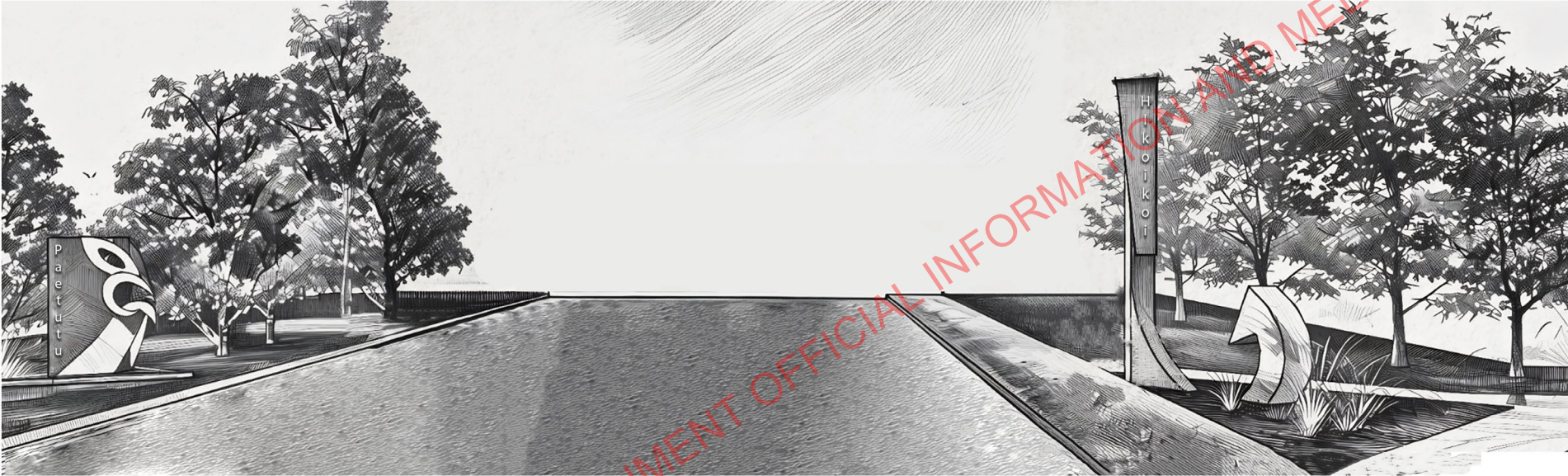


Waka tētē North Marker



Pā Kahawai South Marker





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East Street

Halford Place

Low Mow Meadow

Riparian Planting

Entrance area

Waka tētē Marker

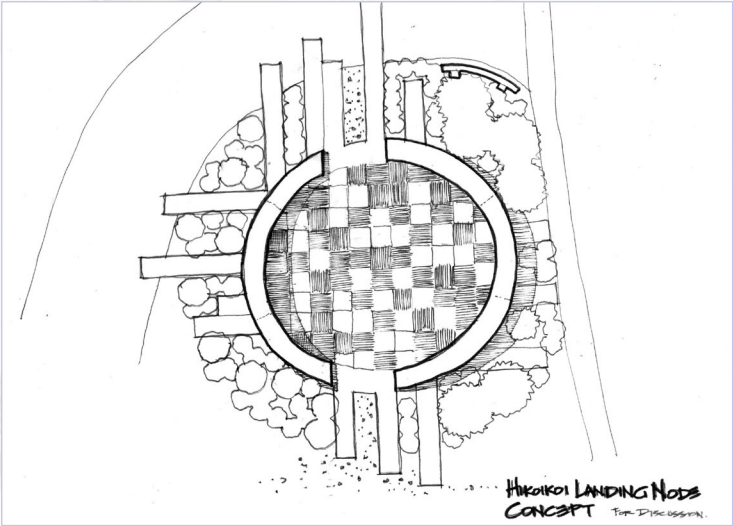
Pā Kahawai Marker

Waione Street

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Rourou woven pavement treatment



Pāua shell resting area







Next steps

TODAY Pito One Steering Group meeting
TODAY Pito One Landings Webpage live (hutt.city/landings)
March Arborist works
TBC Greater Wellington Regional Council Detailed design approval (parking and landing area)
Procurement process to appoint contractor/s
Riparian Planting (Winter 2025)

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Questions? Pātai?
