

**BEFORE THE GREATER WELLINGTON REGIONAL COUNCIL AND HUTT
CITY COUNCIL
EASTERN BAYS SHARED PATH PROJECT**

Under the Resource Management Act 1991

In the matter of applications for resource consents by Hutt
City Council under section 88 of the Act, to
carry out the Eastern Bays Shared Path Project

**SUMMARY STATEMENT OF EVIDENCE OF SIMON ALAN CAGER (PROJECT
OVERVIEW AND ENGAGEMENT) ON BEHALF OF THE APPLICANT**

15 December 2020

1. My name is **Simon Alan Cager**. I provided evidence dated 30 November 2020 on behalf of Hutt City Council ("**HCC**"), providing a high-level introduction to the proposed Eastern Bays Shared Path Project (the "**Project**"), with a focus on the engagement carried out by HCC. The main points from my evidence can be summarised as follows.
2. The completion of the proposed new shared path ("**Shared Path**") has been an aspiration for HCC and Eastern Bays residents for many years. The Shared Path has featured in past HCC strategies and is a key project in providing a safe and integrated network for commuting and recreational purposes.
3. The Shared Path forms a key part of the Great Harbour Way / Te Aranui o Pōneke, a walking and cycling route around Te Whanganui-a-Tara / Wellington Harbour. Work is currently progressing on a number of projects around the harbour including Waka Kotahi NZ Transport Agency's ("**Waka Kotahi**") Te Ara Tupua – Ngā Ūranga ki Pito-One shared path to complete this route.
4. The 2014 Eastbourne Community Survey has shown that residents list the completion of the Shared Path, and concerns about climate change as the two most important issues facing the Eastern Bays communities. The Project presents an opportunity to integrate an efficient response to both of these issues.
5. As the Project is community-led, HCC has worked hard to keep the community informed and engaged and the high level of community support is reflected in the submissions received.
6. HCC needs to protect the resilience of the road and underground services by upgrading the supporting seawalls. Marine Drive provides the only road access to the Eastern Bay suburbs for approximately 5,000 residents.
7. Marine Drive is currently vulnerable to closure, and/or reduced operation, due to wave overtopping and the current condition of the coastal edge. With sea level rise projections forecasting a 16cm rise by between 2030 and 2040, the current vulnerability will be exacerbated.
8. The Project is not a solution to the effects of sea level rise, and instead provides the first step in potential incremental upgrades. As an adaptation model, the seawalls do not preclude future options and have been designed to enable additional protection to be added in the future if considered by the Eastern Bays community to be appropriate.
9. The preliminary design for the Project has gone through a series of iterations that were considered against the parameters of the natural environment (such as coastal processes and ecologically sensitive areas – intertidal and subtidal areas), to achieve an optimum design.

10. The Project will provide a safe and connected walking and cycling route along Marine Drive, providing enhanced connections locally and within the region. This enhanced connectivity will result in significant social, economic and recreational benefits, including:
 - (a) improved safety for pedestrians, cyclists and other road users;
 - (b) recreation and tourism opportunities;
 - (c) economic opportunities and job creation; and
 - (d) positive benefits to health and wellbeing.

11. I was involved in the formation of a Little Penguin Interest Group who undertook investigations into measures to protect penguins and shorebirds, and identified other measures including restrictions placed on construction works during nesting season, fencing areas to protect birds from people and dogs, dog control (signage and prohibited entry) and pest control. Further work has been done to refine the Project's measures for avoiding effects on penguins and shorebirds.