

**PROPOSED EASTERN BAYS SHARED PATH  
EASTERN BAYS, HUTT CITY**

**Supplementary Report to Landscape and Visual Assessment**

**Background**

Hutt City Council proposes to construct a wider continuous shared path for pedestrians and cyclists along the coastal edge of Marine Drive, which will require replacing and extending existing seawalls to provide structures that are resilient to storm surges and future sea level rise. The proposed works require resource consent from GWRC under the Regional Coastal Plan for the Wellington Region and the Proposed Natural Resources Plan for the Wellington Region for works below MHWS. Resource consent applications and the Assessment of Effects on the Environment (AEE) were lodged with Hutt City Council in April 2019.

The Eastern Bays Shared Path application includes Preliminary Design Plans (Appendix N, Revision J in the application) accompanied by typical design features (outlined in the Design Features Report, Appendix J) with the understanding that the detailed design would be developed during the next stage of design (the preparation of a Detailed Design is a suggested condition of the consent). The intention was to include safety barriers along with signage, markings and bus shelters in the detailed design at which time further input would be obtained from the community. The finalized design would form part of the Landscape and Urban Design Plan that is anticipated to be a condition of the consent.

As part of the application review process, safety issues have been raised by the Hutt City Council peer reviewer. In response, the Applicant has assessed the Preliminary Design to determine where it is necessary to incorporate edge protection treatment on the seaward side of the shared path based on the standards in the Building Code.

The review has determined that:

- Sections of the shared path that have more than a 1 metre fall which generally relates to non-beach environments, and are considered to be higher risk, require safety barriers/railings;
- Sections with a fall less than a metre require a “wheel guard”; and
- Sections where the drop-off is negligible, such as at beach locations, do not require any form of edge restraint.

The proposed additional safety works require a visual assessment:

Annexure 1 sets out a preliminary visual assessment for the purposes on the regional consents. Appendix 4 includes the Rev. J Preliminary Design Plans marked up with the safety structures. Attachment 5 includes a set of indicative visual simulations for the 4 safety barrier locations.

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# **PROPOSED EASTERN BAYS SHARED PATH, EASTERN BAYS, HUTT CITY**

## **Annexure 1: Supplementary report to Landscape and Visual Assessment**

### **Executive Summary**

#### **Biophysical Effects**

There will be no additional biophysical effects.

#### **Effects on Natural Character**

The proposed shared path and seawall structure has a very low impact on the overall experiential natural character attributes that derive largely from the wider landscape setting and which are Moderate despite the existing residential settlement and modifications to the coastline created by the construction and progressive improvements of the Marine Drive road corridor.

Overall adverse effects on natural character of the proposal are considered to be Low for the wider Eastern Bays coastal landscape. At a local 'bay' scale, the effects of the proposal on overall experiential natural character attributes will depend largely on the ability of the design to respond to the local landform and land use patterns. With an appropriate Landscape and Urban Design Plan in place, effects on natural character will be Low in bays with no safety barrier, and localised Moderate-Low in bays where there is a safety barrier.

#### **Effects on Visual Amenity**

While it is an important component of the Eastern Bays landscape, the narrow fringe of land between the road and the water has a low visual prominence. The existing collection of road shoulder, paths and structures along Marine Drive will be replaced by the shared path, concrete curved wall and revetments. The shared path will look different and provide a different user experience by changing the scale of the road corridor and creating a more consistent and formal coastal edge, but overall the adverse effects on visual amenity are considered to be Low.

Effects at a local scale and on a bay by bay basis will be determined by the detailed design that will be undertaken in consultation with each bay community in the Landscape and Urban Design Plan (LUDP). It is anticipated that the LUDP will provide further visual mitigation and effects on visual amenity for residents directly affected by the proposed safety barriers can be reduced through the design detailing.

Providing that features such as the shared path signage and path markings, safety structures, stormwater and piped stream outlets, bus shelters and street furniture are designed and located carefully to avoid visual clutter and maintain views, effects on residential visual amenity have the potential to be adverse **Low to Very Low** and for some residents may even be considered beneficial.

#### **Construction Effects**

There will be no additional construction effects.

#### **Mitigation Measures**

A suggested condition of this consent is that a Landscape and Urban Design Plan (LUDP) be developed in consultation with Hutt City Council, the Eastbourne Community Board, local resident organisations and the Eastern Bays community. This is supported by the landscape and visual assessment. Within each bay and at a local scale, final effects on natural character and visual amenity will be determined by finer grained detailed design.

### **Analysis against Statutory Provisions**

The impact of the proposal on natural character, natural features and natural landscapes and visual amenity has been reviewed and evaluated in accordance with relevant objectives and policies in the New Zealand Coastal Policy Statement 2010, Greater Wellington's Proposed Natural Resources Plan and Regional Policy Statement. Overall experiential effects on natural character are Low. Effects are mitigated through the use of consistent path and seawall detailing to reduce visual impact of new structures and the use of a LUDP to provide a detailed design that responds to local landscape, history and land use.

### **Conclusion**

The main landscape issue for the proposed Eastern Bays shared path and seawall is the potential effect on natural character of the coastal environment. The proposal is seen as an appropriate development in this location for the following reasons:

- The existing coastal edge has been modified by the road and historic seawall structures that have disrupted natural ecological processes.
- Within the wider Eastern Bays landscape, the particular elements, features and experiential values that contribute significantly to the experiential natural character value of the area remain unchanged.
- Works are confined to narrow fringe of land between the road and the water. While it is an important component of the Eastern Bays landscape, this coastal edge has a low visual prominence.

The shared path will look different and provide a different user experience with local nuance and character replaced by a wider, more formal path and modified coastal edge. The proposed LUDP is seen as the primary mitigation measure for the potential loss of local landscape character and identity.

## 1. PROPOSED EDGE PROTECTION TREATMENTS

### 1.1 Low level barrier

A low level wooden barrier, also known as a 'wheel guard' type barrier, is proposed along sections where there are drop-offs of less than 1.0 metre. An example of the "wheel guard" type barrier is illustrated below, at *Figure 1a*. A gap underneath the barrier allows water/small debris to drain back into the sea during/following storms. Refer *Figure 1b*.



*Figure 1a: Timber wheel guard*

*Figure 1b: Wheel guard 'gap'*

The wheel guard will sit no higher than 100mm above the path, to avoid any cycle pedal interference and will be mounted at the coastal edge of the path to maximise its width. While timber is used in Figures 2a and 2b, the wheel guard may be made of metal such as steel-tube, to complement the safety barrier.

Generally no wheel guards are required on headlands where there is minimal dropoff from the path and there are no wheel guards on Point Howard, Sorrento Bay, Lowry Bay or Sunshine Bay beaches or on the existing York Bay shared path. They will be required in the following locations:

- Point Howard: ST825-1010
- Sorrento Bay: ST1120-1150
- Lowry Bay: ST1160-1545
- York Bay: ST 2290-2330 & ST2420-2565
- Mahina Bay: ST3030-3400
- Sunshine Bay: ST3495-3530 & ST3700-3790

The final location and lengths will be confirmed during the detailed design.

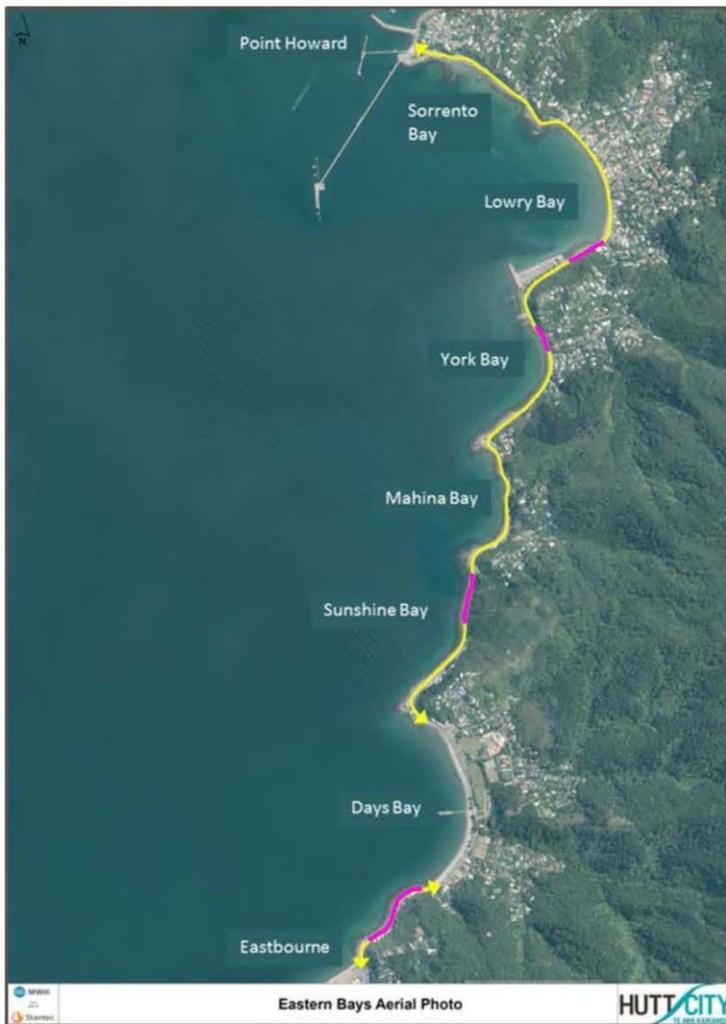
### 1.2 Full height barrier

The Building Code sets performance standards for all New Zealand building work. With regards to a full height barrier, the minimum required height of a barrier along the wall needs to be 1100mm, with openings no greater than 100mm. The design of the barrier or railing will be confirmed during detailed design. An example of such a safety barrier is illustrated below at *Figure 2* and the assessment and accompanying visual simulations are based on this barrier.



Figure 2: Safety barrier on The Esplanade, St Clair, Dunedin

A full height barrier is proposed at four locations, estimated as a total of between 700-800m of the overall 4.4km shared path route. Refer Figure 3.



— Indicative location of safety barriers

Figure 3: Proposed location of safety barriers on Eastern Bays Shared Path

The final location and lengths will be confirmed during the detailed design but the current safety assessment shows barriers will be required at:

- Gill Road to Whiorau Reserve: ST1790-1955 (3.5m wide path)
- York Bay north: ST2330-2420 (3.5m wide path)
- Between Mahina & Sunshine: ST3530-3680 (3.5m wide path)
- Windy Point: ST5050-5395 (3.5m wide path)

### 1.3 Further detail

- The attributes of the edge protection treatments are evaluated in *Appendix 1* to this report.
- Visual simulations of the indicative safety barrier in these 4 locations are included in *Appendix 4* to this report.
- Revision J Preliminary Design Plans with the markups of edge protection treatment are included as *Appendix 5* of this report.

## ASSESSMENT OF EFFECTS

The assessments below are based on the effect of the safety structures in conjunction with the effects assessed in the original LVA report. In other words, the assessment sets out the overall assessment of effects, rather an assessment of the effects arising from the introduction of these safety structures per se.

## 2. BIOPHYSICAL EFFECTS

There are no biophysical effects arising from the proposed Wheel guards and safety barriers.

## 3. EFFECTS ON NATURAL CHARACTER

- 3.1 Geomorphic legibility will be slightly reduced with the introduction of the edge protection treatments, particularly the more visible safety barriers. In views from the road, the inland edge of the road and even from the shared path there is no perceptible or consistent pattern to their location in terms of the wider bay landscape.

More significantly, the safety barriers introduce an urban element into the coastal environment. This is acceptable along Windy Point, where the safety barrier is located opposite residential development but visually confusing in Lowry Bay, York Bay and Sunshine Bay where the barrier is located in less developed areas with higher natural character values.

Detailing along the shared path will be less consistent and cohesive: rather than simple 300mm concrete trim, the path will include wheel guards and safety barriers that introduce visual clutter to the coastal edge.

Wheel guards are visible but have low visual impact when seen within the wider landscape and road corridor setting. In contrast, the safety barriers screen immediate views of the sea and the coastal edge for drivers, as the barrier becomes a screen in

oblique views from the road and have the potential to limit views for some shared path users such as wheelchair users or children.

Refer *Appendix 2* for more detailed assessment of effects on natural character (experiential) and *Appendix 3* for assessment against NZCPS.

### 3.2 Overall

The overall coherence of the Eastern Bays landscape derives from the wider setting including the enclosing, vegetated hillslopes, the sequence of bay and headland, the rocky outcrops and the harbour waters and the natural processes of the beach environment including the changing sea, light and weather conditions. At the wider Eastern Bays scale, effects on natural character are **Low**, particularly as the narrow fringe of land between the road and the water has a low visual prominence.

At a local bay and beach scale there will be a perceived change in character with the introduction of structures that urbanise the coastal edge. The visual impact of the structures has the potential to be mitigated through detailed design that uses a consistent material such as metal pipe for safety structures rather than timber for wheel guards and metal pipe or aluminium for the safety barriers, and integrates them into the Landscape and Urban Design Plan detailing. Effects of the proposed shared path and seawall on overall experiential natural character attributes vary bay by bay and depend largely on the ability of the design to respond to the local landform and land use patterns.

Overall adverse effects on natural character will be **Low** in bays with no safety barrier, and localised **Moderate - Low** in bays where there is a safety barrier.

## 4.0 EFFECTS ON VISUAL AMENITY

Visual effects arise from changes to specific views that modify people's visual amenity. Views of a proposal or increased visual impacts are not necessarily negative and a change in view may not have adverse effects.

### 4.1 Views for local residents

The safety barrier will be seen by residents as they move around the Eastern Bays. Residents of many properties with sea views may have a glimpse of the barriers but the visual impact is most pronounced for those who live directly opposite an area of the shared path with a safety barrier. Even if their houses are elevated above the road, the barriers will be visible and will limit their sea views each time they exit their property.

#### *Lowry Bay*

Residents at 2 Gill Road and the apartments at 4 Gill Road have views towards Marine Drive. The house at 2 Gill Road is only slightly elevated about the road and the barrier will screen views of the foreshore. None of the apartments at 4 Gill Road are at ground level and while the barrier will be visible in the foreground, sea views are not affected.

### *York Bay*

Houses at 303 and 305 Marine Drive are elevated above the road with views to the road largely screened by vegetation. Residents will see the barrier when leaving their property but otherwise the effect of the structure on their views from the house is negligible.

### *Sunshine Bay*

The barrier is located just beyond dwellings at 501 and 502 Marine Drive. Both buildings sit close to the road, and the barrier will be visible in views to the southwest but will not impede views of the harbour to the west.

### *Windy Point*

Properties from 624 to 735 Marine Drive will have the safety barrier directly across the road from their dwelling. *Refer Table 1 below.*

<b>Marine Drive Address</b>	<b>Description of relationship between dwelling and street</b>
624	Garage at street level, all other rooms are at first floor level or higher.
625	Some rooms at street level but has a front fence that is at least 1.8m above the coastal edge that screens views of the barrier.
626	Garage at street level, all other rooms are at first floor level or higher.
627	Garage at street level, all other rooms are at first floor level or higher.
628	Garage and at least 1 room at street level, all other rooms are on the first floor.
705	Located up on the escarpment with views over the harbour
706	Located with all rooms at least 1 storey above the street.
719	Garage at street level, all other rooms are at first floor level or higher.
725	Slightly elevated above the road with most rooms at first floor level or higher.
727	4 storey building with rooms at street level that look across to the street to the barrier.
729	3 storey building with a garage and a room at street level, and living areas in first or second storey areas.
731	3 storey building with a garage and a room at street level, and living areas in first or second storey areas.
735	Elevated with all rooms at least 1 storey above the street.

*Table 1: Windy Point properties*

Based on this analysis, several properties have rooms at street level but most have indoor living areas located above street level so that views to the harbor to the west look over rather than at the barrier.

### *Summary*

While not underestimating the impact of changed views for local residents, within the wider landscape context the visual effects of the proposal are **Very Low**. Residents will retain expansive views out to the harbour and the hills beyond.

Within each bay and at a local scale, the level of effects on the visual amenity for individual residents will be determined by the finer grained detailed design of the safety structures, viewed in conjunction with the other design elements such as shared path signage and path markings that have potential to create additional visual clutter along the coastal edge. Providing the design principles outlined at 5.2 in the original Landscape and Visual report are adhered to, potential effects on residential visual amenity are considered to be **Low**.

There are several dwellings with rooms at street level and views across the road to the barrier. In these locations, the safety barrier will partially screen direct views of the coastal edge and harbour. Effects on visual amenity for residents of properties at 2 Gill Road, 502 Marine Drive and 628, 727, 729 and 731 Marine Drive may be **Moderate - Low** but have the potential to be reduced through the final design detailing.

#### 4.2 **Views from Marine Drive for drivers**

Some 700-800m of safety barriers are proposed along the 4.4km shared path route. Each section will obscure immediate views of the sea and coastal edge for drivers, as the barrier becomes a screen in oblique views from the road to the sea.

Impacts on visual amenity occur in the vicinity of the safety barrier and in proportion to the length of the barrier including: 165m barrier Gill Road to Whiorau Reserve; 90m barrier York Bay north; 150m barrier northern end Sunshine Bay; and 345m barrier along Windy Point. Effects are considered **Moderate - Low** for Windy Point and **Low** for York Bay, Mahina Bay and Sunshine Bay.

Considered along the length of the shared path, the immediate experience of driving along the edge of the harbour is diminished by the widened road corridor and increased separation from the water's edge. The proposal changes the immediate character of Marine Drive, but the Eastern Bays hills, the visual complexity of the bay and headland coastline and the wider harbour landscape continue to dominate views from the car. Effects on visual amenity for Eastern Bay drivers are **Low**

#### 4.3 **Views from Marine Drive for pedestrians and cyclists**

Effects on visual amenity across the wider Eastern Bays route are generally considered to be positive, particularly in locations where unsightly seawalls and infrastructure are removed or where a path is provided where there previously was no path at all.

At a local scale, the wheel guards sit close to the shared path surface and are low visual impact structures.

In contrast the safety barriers are highly visible but will not limit views for most path users although they have the potential to limit views for wheelchair users or children who will look through rather than over the safety barrier. Adverse visual effects have the potential to be **Very Low**.

#### **4.4 Views from the beach**

Beach goers usually have their backs turned to the road and are more focussed on the water, with views of the foreshore and the harbour beyond. Safety barriers will not be located on swimming beaches but on adjacent areas with a CSW. There is no change in visual effects, apart from some perceived protection/barrier between the beach and passing traffic.

Providing beach nourishment is undertaken using locally sourced material, visual effects are **Moderate - Low** but decrease over time to **Very Low**.

#### **4.5 Views from the water**

Given the viewing distance and the complex backdrop to the shared path, the safety barrier will have a low to negligible additional visual impact on views from the EastWest ferry. In closer views from the water, the safety barrier will be visible but back dropped by moving traffic.

Given the expected viewing distances, effects on visual amenity are **Very Low**.

#### **4.6 Summary of effects on visual amenity**

While it is an important component of the Eastern Bays landscape, the narrow fringe of land between the road and the water has a low visual prominence. The existing collection of road shoulder, paths and structures along Marine Drive will be replaced by the shared path, concrete curved wall and revetments. The shared path will look different and provide a different user experience by changing the scale of the road corridor and creating a more formal coastal edge, but overall the adverse effects on visual amenity are considered to be **Low to Very Low**.

Effects at a local scale and on a bay by bay basis will be determined by the detailed design. Effects on visual amenity for residents of properties at 2 Gill Road, 502 Marine Drive and 628, 727, 729 and 731 Marine Drive can be reduced through the design detailing.

Providing that features such as the shared path signage and path markings, safety structures, stormwater and piped stream outlets, bus shelters and street furniture are designed and located carefully to avoid visual clutter and maintain views, effects on residential visual amenity have the potential to be adverse **Low to Very Low** and for some residents may even be considered beneficial.

### **5.0 ADDITIONAL MITIGATION MEASURES**

- 5.1 A suggested condition of this consent is that a Landscape and Urban Design Plan (LUDP) be developed through detailed design in consultation with HCC, the Eastbourne Community Board, local resident organisations and the Eastern Bays

community. This is supported by the landscape and visual assessment. Within each bay and at a local scale, final effects on natural character and visual amenity will be determined by finer grained detailed design.

## 5.2 **Edge protection treatments**

Adverse landscape and visual effects can be mitigated by a design that employs the consistent materials and detailing for the wheel guards and safety barriers, and for the integrating them into the shared path layout so that they seamlessly link with link with step and ramp handrails, and built structures.

## APPENDIX 1: ATTRIBUTES OF EDGE PROTECTION TREATMENTS

Shared path elements	Biophysical attributes	Visual attributes	Natural character attributes
<b>Wheel guard</b>			
Positive attributes	NA	-	-
Negative attributes	NA	<ul style="list-style-type: none"> <li>-Detailing of the coastal edge of the path no longer consistent and cohesive, increasing its visual impact/presence within the wider Eastern Bay landscape.</li> <li>-Potentially introduces another material (timber) into the shared path design.</li> <li>-Increased visual clutter at the coastal edge.</li> <li>-Potential to trap rubbish from the street and sea debris, and look consistently untidy.</li> </ul>	<ul style="list-style-type: none"> <li>-Increased separation from coastal landscape and processes.</li> <li>-Do not occur consistently ie may or may not be located at headlands; may or may not be located next to rocky outcrops.</li> </ul>
<b>Safety barrier</b>			
Positive attributes	NA	-	Responds to local landform
Negative attributes	NA	<ul style="list-style-type: none"> <li>-Detailing of the coastal edge of the path no longer consistent and cohesive, increasing its visual impact/presence within the wider Eastern Bays landscape.</li> <li>-Closes and contains road corridor.</li> <li>-Forms a visual barrier/screen in oblique views ahead and screens views of foreshore and water's edge for drivers.</li> <li>-Higher visual impact with more visual clutter.</li> </ul>	<ul style="list-style-type: none"> <li>-Increased separation from coastal landscape and processes.</li> <li>-Form and scale of barrier creates a more urban finish to the coastal edge</li> </ul>

## APPENDIX 2: EFFECTS OF PROPOSAL ON NATURAL CHARACTER (experiential)

Changes to original LVA report February 2019 in response to the introduction of safety structures to the shared path design:

- New text
- ~~Removed text~~

Effects of Proposal on Point Howard to Windy Point experiential attributes		
Attributes	Assessment	Change in Effects
Legibility (geomorphology)	<p>The shared path follows the road and accentuates the bay landform and in particular the headlands that extend beyond the path and define individual bays.</p> <p>The variable path width responds to local landform, features and land use, which mitigates the impact of the shared path on the legibility of the wider bay landform.</p> <p>At a local scale, relatively consistent use of the CSW within each bay and along the beaches provides a clear delineation between the modified road and the unmodified coastal edge that highlights the 'naturalness' of the beach and rocky foreshore against the more vertical, engineered wall and its curved 's' profile. <del>This will be slightly reduced with the introduction of wheel guards and more particularly safety barriers, which are located according to local landform and blur the delineation between beach and headland. In other words, there is no perceptible pattern (seen from the road and path) where these safety features are located.</del></p> <p>There is some loss of local landform due to encroachment. The revetments are large structures of imported rock that mask the underlying greywacke foreshore. In most locations the revetment extends existing revetment riprap cover, apart from in Mahina Bay where there is a new 42m section of revetment.</p> <p>Adverse effects in bays with beach nourishment have the potential to increase if replacement material is not sourced locally and Hutt River grey sands and gravels are used.</p> <p><del>Overall adverse effects on natural character are considered Low but could increase to Moderate-Low if beach nourishment is undertaken with imported material.</del></p>	Low Adverse

	Overall adverse effects on natural character are considered Low but could increase to Moderate-Low if beach nourishment is undertaken with imported material.	
Legibility (way-finding and orientation)	<p>There is a loss of identity and character with the replacement of local paths and seawalls with a more homogeneous coastal edge. However the impact of the proposed shared path and wall on the memorability of the Eastern Bays has the potential to be Very Low, given the natural character attributes of the wider receiving landscape, the nuanced response to the width of the shared path and the opportunities for local variation/reinforcement of local identity in the form of access points from the path to the foreshore and in the future, bus shelters, street furniture and signage.</p> <p>The safety barriers introduce an urban element into the coastal environment. This is acceptable along Windy Point, where it is located opposite residential development but visually confusing in Lowry Bay, York Bay and Sunshine Bay where the barrier is located in less developed areas with higher natural character values.</p>	<p>Potential to be <del>Very Low</del> adverse effects, with opportunity for the community to have input into detailing in the LUDP.</p> <p>Moderate -Low adverse effects, with opportunity for the community to have input into detailing in the LUDP.</p>
Visibility (public and private views)	<p>Views for residents, drivers, pedestrians and cyclists focus on the shared path, which changes the scale of the road corridor, particularly where the wider 3.5m shared path is used. <del>The shared path is defined by consistent detailing along the coastal edge (300mm flush concrete trim) and road edge (kerb separators). It is visible but not high impact when seen within the wider landscape and road corridor setting.</del></p> <p>With the introduction of wheel guards and safety barriers, detailing along the shared path will be less consistent. Wheel guards are visible but have low visual impact when seen within the wider landscape and road corridor setting. In contrast, the safety barriers have high visual impact and screen views of the foreshore from drivers on Marine Drive, and potentially limit views for some pedestrians on the shared path eg. wheelchair users.</p> <p>Features/elements such as stormwater outlets, planting, street lighting, signage, wheel guards and path markings have the potential to introduce more high impact visual clutter into the coastal edge. The detail design of both the shared path and seawall structures will be considered in the LUDP.</p> <p>Views from the beach and views across the bay focus on the seawalls. The contrast between the linear profile and smooth texture of the CSW and the blockier engineered revetment emphasizes the juxtaposition between these structures and increases their visibility.</p>	<p>Potential for Low <del>—Very Low</del> adverse effects with sensitive design detailing.</p> <p>Potential for Low adverse effects with sensitive design detailing.</p> <p>Moderate-Low adverse, decreasing to Very Low over time</p>

	<p>While the revetment rock is unlikely to weather or age as readily as natural rock, it has a visually recessive texture when seen in distant views.</p> <p>In contrast the CSW has a brighter, more reflective surface. On sunny days the wall will have strong shadow lines from mid-day to afternoon. However the visual impact of the wall, particularly the taller double and triple curve sections will be reduced by the incorporation of eco-mitigation surface textures consistently applied along the lower curve and 'step' of the wall. Even the untextured upper curve will weather and darken over time so that the linear patterns of light and shade on the wall will become less prominent.</p>	
Picturesqueness	<p>Adverse effects are mitigated by the wider landscape context and the responsiveness of the design to the local landscape. The proposed path responds to the local landform and land use patterns and this can be reinforced with sensitive detailing on a bay by bay basis that responds to community identity and sense of place.</p> <p>However the safety barriers introduce an urban element into the coastal environment. This is acceptable along Windy Point, where it is located opposite residential development but visually confusing in Lowry Bay, York Bay and Sunshine Bay where the barrier is located in less developed areas with higher natural character values.</p> <p>Although there will be a localised reduction in scenic values with the uniformity that the shared path imposes on the road and coastal edge and with the introduction of safety barriers, this is balanced by the removal of existing unsightly structures and infrastructure along the project site and the replacement of an eroding road with a consistent structurally stable edge.</p> <p>Within each bay, the CSW changes water movement at the base of the wall, and creates unique patterns of sound and wave action for people using the shared path. While dissimilar to the existing patterns of water experienced along sections of Marine Drive, they are potentially no more unnatural than water hitting the solid angled surface of a concrete and rock wall, as opposed to the natural patterns created when waves dissipate through and over rock outcrops and revetments.</p> <p>The shared path along Marine Drive currently is unusable during extreme stormy weather at high tides. The assessment notes that the different wave and sound action that comes from the CSW structure provides increased amenity by enabling use of the shared path in extreme weather events.</p>	Potential for Low adverse

	In other words, a very low decrease in natural character is balanced by increased amenity for pedestrians and cyclists.	
Coherence	<p>The CSW increases the natural character of the coastline by creating a clear demarcation between road edge and active beach, which heightens the contrast between the <i>modified</i> road landscape and the <i>natural</i> coast. In contrast the revetment blurs the distinction between beach and foreshore, and masks the coastal edge.</p> <p>The coherence of the edge is reduced by the introduction of wheel guards and safety barriers in a range of locations along the shared path.</p> <p>Looking at the wider landscape context, the proposal has little impact on the attributes that gives the Eastern Bays its natural character apart from the increased distance between the edge of the road and the coastal edge.</p>	<p><del>Negligible or Very Low positive</del></p> <p>Low adverse</p>
Experiential attributes, including the sounds and smell of the sea; and the context or setting	<p>The 2.5-3.5m wide shared path provides some separation between the coastal edge and the road, although the sea will still move onto the road in more extreme storm surges.</p> <p>At a wider scale, the safety barriers screen immediate views of the sea and coastal edge for drivers, as the barrier becomes a screen in oblique views from the road.</p> <p>In all other respects, the path provides access to the coastline without diminishing the dynamic nature of the coast and the coastal experience.</p>	<p><del>Negligible or Very Low positive</del></p> <p>Very Low – Low adverse</p>
Overall experiential natural character	<p>Broad scale</p> <p>While it is an important component of the Eastern Bays landscape, the narrow fringe of land between the road and the water has a low visual prominence. The overall coherence of the landscape derives from the wider setting including the enclosing, vegetated hillslopes, the sequence of bay and headland, the rocky outcrops and the harbour waters and the the natural processes of the beach environment including the changing sea, light and weather conditions.</p> <p>The existing ad hoc seawall structures are familiar but unattractive. The visual impact of a consistent seawall edge, even a high impact 'unnatural' edge such as that formed by the curved concrete wall, will reduce over time, becoming less eye-catching as both path and seawalls weather and become an established/familiar feature.</p>	Low adverse

	<p>The proposed shared path and seawall will have a low impact on the overall experiential natural character attributes, which derive largely from the wider landscape setting and which are moderate despite the existing residential settlement and modifications to the coastline created by the construction and progressive improvements of the Marine Drive road corridor.</p> <p>Bay by Bay There will be design continuity across the collective Eastern Bays in terms of the path detailing, the seawall elements and the design of the steps and ramps. While the new path will replace the existing idiosyncratic coastal edge with a more homogenous structure., there will be further opportunities to retain and reinforce local identity with the site specific design to be detailed in the LUDP. While the introduction of safety barriers and wheel guards introduces new change/clutter/variation along the costal edge and the shared path, there will be further opportunities to retain and reinforce local identity with the site specific design to be detailed in the LUDP.</p> <p>The shared path will encroach into beaches and over the foreshore with the loss of a number of rock outcrops and small sandy/pebbly areas that are exposed only at low tide. Even though the three most used beaches will be replaced with new sand nourishment, there will be a loss of local features and landmarks and heritage. However at a local 'bay' scale, the proposed shared path and seawall responds to the local landform and land use patterns in terms of:</p> <ul style="list-style-type: none"> <li>- Rocky promontory encroachment/beach transition;</li> <li>- Retention of local rock outcrops along path;</li> <li>- The location of access points that connect the shared path to the beach and rock foreshore;</li> <li>- Location of bus stops; and</li> <li>- Treatment of stormwater outlets, particularly with regard to penguin and fish passage.</li> </ul> <p>Further design detailing in response to local nuance will be undertaken in consultation with each bay community in the Landscape and Urban Design Plan (LUDP). This will consider features/elements such as:</p> <ul style="list-style-type: none"> <li>- Path markings;</li> <li>- Path safety measures;</li> <li>- Signage and 'story boards';</li> <li>- Location of street lighting and power poles;</li> <li>- Bus shelter design;</li> <li>- Street furniture and structures such as decking at Lowry Bay;</li> <li>- Inclusion of eco-features such as rock pools to provide intertidal habitat; and</li> <li>- Other acknowledgement of individual bay landscape character and community.</li> </ul>	<p><del>Low</del> — <del>Adverse</del> with <del>potential</del> for <del>future</del> <del>positive</del> effects through the development of the LUDP.</p> <p>Varies from adverse Moderate - Low to Low with potential for further mitigation and positive effects through the development of the LUDP.</p>
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## APPENDIX 3: ASSESSMENT AGAINST NZCPS 2010

Changes to original LVA report February 2019 in response to the introduction of safety structures to the shared path design:

- New text
- ~~Removed text~~

	Natural character attributes	Eastern Bays project site natural character	Effects of proposal on natural character
a)	natural elements, processes and patterns;	Natural landform, vegetation and water processes exist in the wider Eastern Bays landscape. However the sequences of biophysical, ecological, geological and geomorphological naturalness across the coastal environment disrupted by residential settlement and the construction of the road over the coastline.	Overall natural elements, processes and patterns unchanged, although some loss in dynamic change at the coastal interface due to stabilisation of the edge of the road corridor <b>and the incremental formalising of the coastal edge with structures above and below the road/shared path.</b>  Localised loss of intertidal habitat and geomorphology due encroachment into the CMA.  Replacement of existing beach with nourishment in 3 bays. Effects mitigated by replacement of 'like for like' in terms of sand colour and grain size (yet to be determined).  Some mitigation provided by proposed 'ecofeatures' for CSW and revetment structures to provide for biota and avifauna.
b)	biophysical, ecological, geological and geomorphological aspects;		
c)	natural landforms such as headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs and surf breaks;	Wider landscape demonstrates the outline of original landforms (backdrop hills, curved bay) but at a local scale, headlands, beaches and rock outcrops have been highly modified by the construction of the road, progressive widening of the corridor and the structures built on the coastal edge to raise and retain the road.	Increased encroachment over headlands and foreshore but minimal changes to the wider receiving environment.
d)	the natural movement of water and sediment;	Natural movement of water disrupted by the existing range of seawalls and retaining structures the length of Marine Drive.	CSW replaces existing seawall structures. Revetments (apart from Mahina Bay south) extend existing revetment/riprap structures.

			There will be localised disruption to the movement of water and sediment patterns.
e)	the natural darkness of the night sky;	Street lighting the length of the project site, plus typical residential lighting in the properties beside the road and on the lower hill slopes opposite the site. Wellington city lights visible in the distance, including line of lights along Hutt Road & SH2	There is potential to move light poles to inland side of the road but that is outside the scope of this proposal. Effects are neutral.
f)	places or areas that are wild or scenic;	Eastern Bays and the road around the Eastern Bays is picturesque, and dramatic in places and at various times (storms, high tides) rather than wild.	Picturesque qualities in terms of the wider harbour character unchanged. Some loss of local drama for traffic and pedestrians with the provision of the shared path, seawalls <b>and safety structures.</b>
g)	a range of natural character from pristine to modified; and	While not entirely pristine, the upper and lower ends of the coastal environment are undeveloped and exhibit (or appear to exhibit) ecological naturalness. The environment on the lower slopes of the Eastbourne hills and around the road corridor in particular is modified in terms of the landform, hydrological processes, and landcover.	Encroachment into the CMA by up to 8m (Pt Howard) but within the wider landscape context, loss of natural character is localised.
h)	experiential attributes, including the sounds and smell of the sea; and their context or setting.	Experiential attributes have high natural qualities, due to the proximity of the road to the water, the exposure to the wider harbour, and the contrast between the enclosing landform and the open water that is magnified by the movement through the landscape and the sequence of bays and headlands. At the same time it is acknowledged that the roads are moderately busy and traffic movement and noise are part of the existing coastal experience.	Very low adverse effects with reduced proximity of road to water. Very low positive effects for pedestrians and cyclists with increased proximity of shared path to water and reduced water splash. Other attributes unchanged.

**Conclusion:**

The overall coherence of the Eastern Bays landscape derives from the wider setting including the enclosing, vegetated hillslopes, the sequence of bay and headland, the rocky outcrops and the harbour waters and the the natural processes of the beach environment including the changing sea, light and weather conditions.

The effects on natural character are caused by the proposed changes to the coastal edge including the road corridor, beaches and foreshore. At the wider Eastern Bays scale, effects are Low, particularly as the narrow fringe of land between the road and the water has a low visual prominence.

~~At a local bay and beach scale there will be a loss of local landform, both natural and modified. Effects of the proposed shared path and seawall on overall experiential natural character attributes will depend largely on the ability of the design to respond to the local landform and land use patterns. With an appropriate Landscape and Urban Design Plan in place, effects on natural character will be Low.~~

At a local bay and beach scale there will be a loss of local landform, both natural and modified and a perceived change in character with the introduction of safety barriers that urbanise the coastal edge. Effects of the proposed shared path and seawall on overall experiential natural character attributes vary bay by bay and will depend largely on the ability of the design to respond to the local landform and land use patterns. With an appropriate Landscape and Urban Design Plan in place, adverse effects on natural character will be Low in bays with no safety barrier, and localised Moderate-Low in bays where there is a safety barrier.