



Minutes

Coromandel Great Walks Governance Meeting

Date: 2:00pm: 22 October 2015

Venue: TCDC - Whitianga Meeting Room

Present:

John Gaukrodger	Allan Tiplady (TCDC)
John Rich (DOC)	Brent Page (Economic Development)
Gemma White (DOC)	Sophie Hayward (TCDC)
Peter Johnson Jnr (Ngati Hei) - Iwi	Paul Kelly (TCDC - MB CB Chair)
Ross Ashby (TCDC)	Bill McLean (TCDC - MB CB)
Garry Towler (TCDC)	Glenn Leach (TDCD - Mayor)
Laura White (TCDC)	John North (Hahei Stakeholder Deputy Chairperson)
Len Whitaker (TCDC)	

Apologies:

Welcome and introduction by Glenn Leach.

Peter Johnson Jnr provided a welcome & blessing.

1. Discussion from previous minutes - Project Governance - the proposed structure and draft Terms of Reference were put on hold subject to Ngati Hei not being present:

A meeting will be held with Glenn Leach (TCDC), Gemma White (DOC) and Peter Johnson (Ngati Hei) to progress Governance Arrangements and Terms of Reference.

2. Stakeholders Update - John North (The presentation starting on Traffic Assessment MWH)

The meeting agenda provided time for John North to go through the key points of the two letters by the Hahei stakeholder's item by item - covering response to the MWH Traffic Assessment, and Response to Garry Towler's Letter.

John North (Summary) -

- Important to get measurements in place this summer to provide greater understanding on existing traffic impacts and more importantly projected numbers.
- Hahei Stakeholders Group is looking at the idea to explore in its community plan about a "Walking Village."
- The impact of the walks not going to Hot Water Beach, have changed the traffic impacts on the area.
- Lees Road isn't a negative aspect, however big isn't always best, we want a world class destination.
- Our preference let's put in some infrastructure and resolutions to solve the existing problems.

Glenn Leach -

- Taking care of congestion in Hahei is important to all.
- Lees Road is critical to reducing congestion at Hahei and there is no better option of moving people, decentralising from Hahei and we want to make it work.
- A walkway group's independent investigation into a coastal walkway from Hahei through to Hot Water Beach antagonised some private property owners. The repercussions of this is Council's discussions with these landowners has stalled.
- We want to work with community, and move forward together.
- The public/private carpark model will be the model we use at other areas around the Coromandel.
- The carpark has Lees Rd capacity to grow with the numbers due to the size of the land.
- The Great Walks would have not been funded by district had it not had economic benefit spin off or DOC and Iwi support.
- Had the Great Walks not taken place, it would have been a Mercury Bay local rated issue on its own, to overcome all its issues you see out there.
- No matter where you go at the peak of the season you have exactly the same problems across the district.
- Reiterated the importance of the project moving ahead otherwise there was a risk of the project team walking away and taking with it district funding and returning external grant money, which would put Hahei back many years.

Brent Page -

- I think it's very important for this group that we can maintain a certain level of demarcation between, that issue or those issues which are very local and community issues and were in existence anyway and the wider vision for the district that the Council has for a series of single day and multi day Coromandel great walks, which will potentially in circle and crisscross the peninsula. And with all great visions and projects John they have to start somewhere and it would be nice if perhaps if the perception within all our communities was a little bit more positive in terms of in fact, the fact that the beginning of the project is starting in your area is potentially a real benefit, not a disadvantage because it is focusing an extraordinary amount of infrastructure dollars on solving some problems, and the infrastructure issues around parking and traffic flows in Hahei and Hot Water Beach were in existence before this vision.
- I think the concept of Hahei as a walking village is fantastic concept and should be progressed through the community plan and community board but shouldn't impact the Great Walks project. But a great idea.

Presentation Power Point

Next Steps Traffic Survey over summer

Ross Ashby -

- Tabled Requirements and suggested survey work for this summer's traffic and pedestrian counts.
- Initial Costs for the survey is \$20,000, however these costs will be refined through Council's existing contracts to save money.
- A record of what the weather and tide times on the 2nd of January will be made. (Raised by DOC)
- 2nd of January has been identified as peak traffic.

A commitment was made (Garry Towler and Paul Kelly) to split the final refined costs of the survey work between Coromandel Great Walks Project and Mercury Bay Area Office.

- DOC will contribute its walking surveys to inform the overall picture and trends.

John North -

- The MWH report advises that there isn't enough data, and things have changed significantly over the last 3 years.
- We need to ensure we invest the right amount to get the data, no more no less. Also we won't get your answer in one year; however one year is better than no years.
- Hahei Stakeholder Group will use Brett Harris to peer review the Traffic Survey requirements.

Blowhole Safety and Planting and Stella Evered

Stella Evered update -

- Resource consent still required for this section of the walk.
- Work continues separately with the trust undertaking its own much needed upgrades.

Blowhole Safety and planting update.-

- All planting is complete - about 1.3ha of native plants to improve cliff stability and define property boundaries as well as safety planting.
- Three safety signs have been installed - one right at the start on the Te Pare Historic Reserve track, one at the top of the hill where there's a gate which can be locked, and the third one is out at the Blow Hole.
- TCDC's Legal advice, and frame group have advised that that Signage is a minimum and with the gate there with a padlock, the two combined will cover it.

Melsop property

- Information was provided on costs associated with line cutting, gorse clearing and planting and was approved by the Governance Group.
- Hardy coastal plant species were planted.
- The gorse has been kept to shade over the plants we have planted. Having gorse right on the edge of very large cliffs does stop people going any further and so we can actually use the gorse as part of the barrier right along the margin.
- We will be having quite clear windows in sections and it will be through those window sections that fence barriers will actually occur.
- That was one of the comments from Trevor Butler from Frame Group as well that the platforms are what are actually quite key to the safety element of the whole track,

so you've got to have those platforms there to allow people to safely be over the edge. There actually quite critical, if you have a whole coast line with fencing, people are going to climb over and be unsafe.

- Once we start construction work out there, there is no access full stop. It will be closed off completely, or we actually have to isolate the specific spots where the work is being under taken.

Peter Johnson -

- the gorse needs to be planted out regardless of whether or not there's a coastal walkway, safety signs need to be there regardless whether or not the project for the coastal walkway goes ahead, the viewing platform is the best practice regardless of whether or not the coastal walkways goes ahead, from a DOC perspective?

Gemma White -

- So in terms of the DOC track, the DOC track is on Te Pare Reserve out to the point and there is nothing else sign posted, but the default position is that all public conversation land is available for New Zealanders and our visitors to access at any time.

Peter Johnson -

- So DOC could not restrict it even though all of the reasons you just pointed out?

Gemma White -

- That is correct.

Peter Johnson -

- So what we are doing is we are going back and actually making it safe and something the public has democratically decided that they are going to do regardless of what anyone else thinks.

Gemma White -

- You're correct, we are creating a track to a standard that suits the visitors and the user group that are going to use it,

Peter Johnston -

- Oh I don't know if you do get my point, my point is the fact is regardless of the coastal walkway project this has to happen, regardless of the coastal walkway project a car park needs to be built.

John Rich -

- Correct.

Peter Johnson -

- What I do see is what the coastal walkways is actually doing is providing access the catalyst to bring together all these issues and to actually accumulate more funding than what is within our local community to get, so we can actually do the job properly.

Room -

- Correct, absolutely.

Peter Johnson -

- Kia Ora.

Anglinger/Cathedral Cove Extension

- Work on this section can start fairly soon.
- 45 round trip from the point where you drop down to Cathedral Cove and back.
- Building consents issued all for the platforms, so they all comply from a building regulations.
- Next Steps:
 - Management Agreement from Doc.

- s37 released on Platform #6.
- Tender to go out November for platform and construction potentially in May/April 2016.
- Work on track can progress earlier (before Christmas).

John Gaukrodger -

- Ngati Hei are in support of the Management Agreements as per the last Governance Group Meeting Minutes (August 27 2015).
- Both management agreements both for Te Pare/Te Pupuha and Cathedral Cove cover the construction formation of the tracks and assets through both those sections.

Gemma White -

- I am expecting construction to start happening on the existing Cathedral Cove Walkway in March/April next year, with the potential to find some cost efficiencies around contracting this work.

Hereheretaura Pa site

- Track re-alignment is needed plus some interruptive signs and could align this with the Anglinger section.
- Need confirmation from Ngati Hei.
- Peter Johnson - It's possible to do both of those at the same time, yep.

Purangi Crossing

- Two options presented
 1. Seek Expressions of Interest for commercial operators to cross Purangi.
 2. A new walkway around the estuary.
- John Gaukrodger - has presented his thoughts on the estuary route - Concluded that this was a beautiful walking route and easily accessible and quite achievable.
- Need to view the Great Walks as a two way route - as a lot of people will come from Whitianga as well as from the south - it's not a one way route.
- Further work is needed to firm up cost estimates
- Most of the route is on TCDC/crown land, Stella Evered has riparian access.
- There is esplanade reserve set aside as part of the new Longreach subdivision.
- There are some private structures in the estuary that will need further investigations.
- Access across the Estuary to Diggers Hill is achievable through a high arched laminated beam bridge or similar.
- John Gaukrodger view is that at least half of the Estuary should be left untouched to keep the appropriate balance with nature.
- The Walkway north of Diggers Hill will need to be boardwalk in the estuary as there is no riparian access.

Peter Johnson -

- Ngati Hei is very supportive of a Purangi walkway.
- Ngati Hei are very interested in the seeing what the costs would be for the walkway, and see a ferry option as spin off.
- There is an added benefit for the Purangi Walkway with the options for free parking spaces at the old dump site.

Glenn Leach -

- Spoken to a number of operators who are interested, and it would be fairly simple to step off a boat via a ramp.

Lees Road and Car Park

- Estimates for costs of lees Road car park and Lees Road improvements dependant on design work and need to firm up.
- A report to Council in December is required to bring forward design budget to this financial year to undertake this work.
- Clarifications on timing of costing to be provided - Initial Estimates from MWH indicate early 2016.

Public Meeting

- Schedule reviewed
- Bill Stead to chair meeting (Bill is back 8 November).
- John North is to provide questions from stakeholders to Laurna before this meeting so that all the relevant information is on-hand and available

Outstanding Issues

- Control and Management for Grange Rd carpark - Project Team members - Peter Johnson, Allan Tiplady and Gemma White to progress this.
- The Agreement will not be in place this summer and continue with what has been in place last year.
- Bylaw needs to be created for Pa Road, Grange Road and Lees Road for legal management.
- Hahei to Hot Water Beach - Garry progressing funding of this with Peter Johnson and Giblin Group.
- Allan Tiplady is leading further work on shuttle service between Ferry Landing to Hot Water Beach over peaks summer 2015-2016
- Agreements in place with Carter Mid November.

Peter Johnson Jnr provided a thank you to John North regarding being the representative for the Hahei community and the communities input.

Meeting concluded at 4.25pm

1. Further Actions from Last Meeting and New Actions -

• New Actions:

1. Garry Towler to formally respond to the Hahei Stakeholders Letter Dated:
2. Location of Safety Signage - dot to be amended on plan.
3. Peter Johnson and John Gaukrodger to meet on site at Hereheretaura Pa to agree track alignment.
4. Further investigations of the Purangi Crossing including costs for the walkway and expressions of interest.
5. John North is to provide questions to Lurna before this meeting so that answers can be prepared.
6. Bi-law needs to be created for Pa Road, Grange Road and Lees Road for legal management (to be followed by TCDC Roading Department).
7. Meeting before public meeting to be arranged -- this is 19 November 2015.
8. Control and Management - Project Team members to meet to progress this - Peter Johnson, Allan Tiplady and Gemma White.

• Previous Actions

9. Progress with setting up the Trust - need to include a transport management strategy including shuttle operators and revenue streams for this.
10. Full understanding of Walks operational costs needed to inform trust.
11. Progresses with Stage 2 - from Blowhole to Hot Water Beach - make Rod Millen and Rhobi's a priority.
12. Pa Road and Grange Road shuttle service timing a priority.

- Garry Towler to arrange the next meeting of the Governance Board and Hahei Stakeholders Group and Coastal Walkways.
- Invitations to be sent to Hahei Stakeholders Group and Coastal Walkways to attend next governance meeting (27 August).
- Garry Towler - to draft a terms of reference document for the Project Governance structure.

- Garry Towler - Make contact with Rod Millen regarding access to the blow hole and boundary fencing.
- John Rich to provide a draft MOU to cover lands proposed for control and management. John G to prepare conditions for a management agreement in favour of TCDC for the Anglinger section through Cathedral Cove.
- Garry Towler to continue discussions with Ian Carter regarding alternative car parking options - size, location, and partnership requirements.
- Schedule meeting with Lees Road Residents and Hahei Stakeholders Group following outcomes of traffic assessment - Ross/Sam M.
- Ross Ashby to itemise project tasks to get clarity around resourcing - key areas that need "doers" are Communication/consultation with Stakeholders, resource consent preparation, progressing.