

Gary Towler email to John North & Bill Stead 28 Sept 2015 in response to queries in Letter to Governance Group of 24 August 2015

Good morning Bill & John

Apologies for the delay in replying to your letter of the 24th August.

We have met as a Governance Group in between, so some of my responses to your questions have been addressed.

In response to the key points in your letter;

I made it very clear and very early on to the Stakeholders Group that no construction of the track would commence until the parking and peak traffic issues were addressed. I also reiterated that I would continue to seek funding and work behind the scenes which is exactly what I and the staff working on the project have done. We have made a project planning decision to engage early with building consent consultants for the structures to help identify any potential structural or resource consent issues that may be raised, as these processes can take considerable time. For clarity there is no intent to go out for tender construction of these. The consents have come through that the plans for the platforms comply, but we have put a hold on final issue of these until after the next Governance Group meeting. Therefore there will be no further progress on constructing the platforms for some time.

- Item 2.1. The decision that no significant construction work on the Walk would take place until the completion of the Hahei Community Plan was a decision made solely by the Stakeholders Group. No discussion on the decision was held with TCDC, DoC or Iwi, however there was consensus that no significant construction of the track would be undertaken until the traffic assessment was fully understood.
- Item 2.2. Following the Boat trip in late August, preliminary assessment by John Gaukrodger was that the coastal route between Cathedral Cove and the Purangi is a substantially different route from the Cathedral Coast Walks is likely that the route would be financially prohibitive. A final updated report will be provided to Hahei Stakeholders Group, including some indicative costs as well as further detail around property boundaries and pinch points.
- The walk along side Lees Road will be in between 2 - 10 meters off the road and provides a link walk between Stella Evered and Carters car park.
- Item 2.3. The attached map provides the Walk route. While this stage is from the Blowhole to Ferry Landing we have commenced work on linking Hot Water Beach to the Blowhole. To date there's been discussion with Millen's and Ngati Hei around a potential route. In late September/ October I will be reinitiating contact with affected property owners in that vicinity. Once complete the Walk will be supported by shuttle services between the Car parks at Hot Water Beach, Lees Road and Pa Road as well possibly at Grange Road.
- 2.4. I will seek a response from Destination Coromandel and provide this to you.
- 2.5. The MWH Traffic Assessment has been completed and will be available to the Stakeholders Group the week of 28 September. We won't do any public release of the report until after the Stakeholders Meeting Wednesday 7 October and request the Stakeholders do the same.
- 2.6. The project timeline is attached. This is an indicative chart and is subject to updating at any time and subject to Governance Group decisions. The MS project document is currently being prepared. We have a business framework (Prince2 method) for the project is attached
- 2.7. the budget for the Walks project is attached. Cost control is managed by the Project Executive (myself) with Council approved delegations. The Governance Directors approve expenditure. TCDC is the overall project manager and has assumed all risks and overruns for up to two years until a legal structure is in place.
- 2.8. The legal structure is yet to be determined, it may be an Incorporated Society, Trust or Company. It may well be determined that TCDC remain the legal entity. That decision will be made by the end of 2015.
- 2.9. The entity that will become the legal structure will be the 'owner' of the project. As such all H&S, maintenance and fundraising will be the responsibility of the 'owner'. Income from car park fees and concessions will fund maintenance and on-going developments.
- 2.10. The long term management of the Cathedral Coast Walk will be decided by the Governance Group of which the Stakeholders Group is a member, key to this is a clear understanding of overall maintenance costs of the walks, and revenue streams etc.

- 2.11. Health and Safety Plans will be required for all phases of the project, be it a contractors, TCDC or DoC Plan. Currently TCDC is working on a H&S Plan based on the new legislation. We have a new H&S Officer working with us on this.
- 3. The TOR for the Stakeholders Group is a generic high level document. If the Stakeholders Group wish to have a prescriptive TOR it will be provided.
- 3.1. Agreed. The Stakeholders Group works with staff and reports to the Governance Directors.
- 3.2. The Stakeholders Group can submit comments and suggestions to the Governance Directors as an agenda item if this is the preferred method. This will result in a recorded response and action.
- 3.3. Agreed.
- 3.4. The Stakeholders Group can take their conflict issues direct to the Governance Group meetings if they wish. If an issue arises in between meetings that cannot be resolved at a staff level then the matter can be referred directly to the Governance Directors.

