

# **Cathedral Coast Walkway Update**

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**TO** Economic Development Committee  
**FROM** Ross Ashby - Project Manager - Coromandel Great Walks  
**DATE** 15 August 2016  
**SUBJECT** **Cathedral Coast Walkway Update**

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## **1 Purpose of Report**

To provide the Economic Development Committee an update on the Cathedral Coast Walkway Project - Stage one of the Coromandel Walks programme, and related projects.

Key discussion points include:

- Andlinger Track
- Update on Lees Road Car Park and Pa Road (Hahei Village Entrance Car Park)
- Timing of Resource Consents
- Consultation
- Parking Strategy
- Project Budgets and Lotteries
- Purangi Crossing

## **2 Background**

The Cathedral Coast Walkway is the first project as part of TCDC's wider strategy of connecting walking tracks across the Coromandel Peninsula. The Cathedral Coast Walkway is separated into two stages- stage one from Whitianga to the Blow Hole south of Hahei Village and stage two from Blowhole to Hot Water Beach.

The Cathedral Coast Walkway project will also deliver critical and related roading and traffic infrastructure, with the provision of a new 500 space car park at Lees Road (by year 5), which will provide a new entrance to Cathedral Cove, and is also linked to the locally funded car park extension at Hahei Village (Hahei Village Entrance Car Park).

To help co-ordinate the related projects and to provide efficiencies in delivery the project has been broken up into 9 sub projects as a programme as follows (see Attachment A). These are:

1. Lees Road Car Park
2. Track construction from Hahei to Blowhole (Stage 1A)
3. Andlinger Track Construction from Cathedral Cove to viewing platform loop (Stage 1B)
4. Carter Track Construction (Stage 1B)
5. Lees Road Track (Stage 1B)
6. Purangi to Ferry Landing (Stage 1C)
7. Lees Road, Roding Improvements
8. Hereheretaura Pa Site (Stage 1A)
9. Stella Evered Track (Stage 1B)



The Approved budget to date for the project is \$3.66m comprising of the following:

- \$1.341m District Economic Development Operational for track construction;
- \$1m Lotteries (for track construction);
- \$333,000 Trust Waikato (for platform construction);
- \$1.5m capital expenditure Lees Road car park and Roding Improvements.

As at 30 June 2016, a total of \$344,949 has been spent and includes survey work, traffic assessment reporting, preliminary planning and construction of Andlinger Platform (Stage 1B #3) creating a loop track extension from the existing Cathedral Cove Track.

We currently are forecasting expenditure of \$1.4M for track and platform construction and \$1.5M for the construction of Lees Road car park and Lees Road Roding improvements for the 2016/2017 financial year. This forecast is dependent on the outcome of resource consenting scheduled for 6 month process with construction currently scheduled for May 2017.

Detailed design is underway for Lees Road improvements, including right hand turn bay onto Lees Road, vehicle entrance "T" intersection and car parking layout and stormwater for 500 lot car park at Lees Road. It is intended that the tender for the road and car park will be packaged together and open tender carried out in September/October. Following a review of the budget and tender prices a report will go to Council requesting approval and/or further budget if necessary. At this point it is likely that some additional budget will be required for the capital projects however the exact quantity will further defined following the tender process.

Lotteries have extended the grant to 30 June 2018 for project completion. A progress report is due at the end of 2017. Trust Waikato grant of \$333k for 5 cantilevered platforms is available for two years until 8<sup>th</sup> September 2017. Works scheduled for completion of platforms well before this date (construction currently scheduled 3 March 2017 to 3 July 2017).

### 3 Issue

#### Andlinger Platform and Track

Repairs to the recently constructed platform at the apex of the Andlinger loop track are completed, and have been certified by an independent structural engineer and have had final building consents issued. Further safety work has also been completed on the track

itself to reducing some fall hazards where the fire removed undergrowth close to the cliff edge, as well as some tree and branch removal around the track. A soft launch opening of the track is scheduled for early September and an official launch in October to coincide with traditionally busy Labour weekend and better weather.



#### Lees Road Roading Improvements and car park

Detailed design for both Lees Road improvements and Car park design is well underway. Lees Road residents have been kept informed via a number of letters and two meetings held in Lees Road (as well as an invitation to more general meeting at Cooks Beach Hall) to discuss aspects of the design of the road and car park. This work seeks to mitigate as many issues and effects before lodgement of Resource consent for the car park. Key points covered at these meetings included:

- Agreed "T" intersection design to steer tourists into the new car park and reduce vehicles travelling to the end of the road;
- Upgrading the entire length of Lees road - 7.5 metres up to car park, then bring forward dust seal programme for rest of road to Stella Evered to align with road upgrade;
- Inclusion of a right hand turn into Lees Road;
- Management of tourists parking along Lees Road and freedom camping;
- Appropriate signage and tourist information.

#### Resource Consent Timing

The design and consenting of both car parks is well underway. A limited notification process is underway for the Hahei Entrance Carpark and the plan currently is for it to be completed

by November this year (if the notification process is smooth). Meanwhile, Opus are working on the detailed design and layout for the Lees Rd car park and Lees Road Improvements. The intention was to submit for resource consent by end of July, however we have experienced some delays in the design process and target date for lodgement will be end of August with an unchanged construction date at this stage aiming for May 2017.

#### Wider Consultation

Consultation has been extensive and continuous over the life of the project so far. The partnership project governance approach with TCDC, DOC and Iwi, meetings have been held with key stakeholders as well as affected parties and adjoining land owners. Additionally a separate stakeholder working group has been set up with representatives from all stakeholders. This provides opportunity for project updates, as well as any issues to be addressed and solutions/actions relayed to the Project Governance Board. Major stakeholder concerns were centred around the details on how traffic issues were to be dealt with, and crossing of the Purangi. These issues are being addressed through the proposed car parking strategy (to be considered by the Mercury Bay Community Board on 24 August). The Expressions of Interest process is also addressing Purangi crossing options and issues.

#### Parking Strategy

A key concern for Hahei Residents and Ratepayers group has been around pricing of the Hahei Village Entrance Car Park at Hahei. The group are in general agreement with the solutions and issues identified by the MWH report and the requirement for expansion of the Hahei Village Entrance Car Park and Lees Road Car Park. However, charging for Pa Road car park could drive unwanted behaviour of excessive numbers of vehicles entering the village looking for free parking alternatives. The parking strategy key principles centre on promotion of the use of public transport and using pricing differentials to encourage use of car parks and public transport.

#### Purangi Crossing

Direction given by the Governance Board at its meeting asked the Project Board to implement an Expression of Interest (EOI) process to determine what options are out in the market for crossing the Purangi to help determine what should be considered further. Four proposals were shortlisted using a set of agreed criteria through the project board, and follow meetings have been held with almost all the shortlisted companies. Overall the intent is for a staged approach to crossing the Purangi Estuary crossing, with a longer-term preference for a Boardwalk, and short-term, crossing provided by way of a tidal walk and/or a commercial boat operator. Further information will be gathered at the follow-up meetings with the short-listed companies and recommendations will then be relayed to the local community, Mercury Bay Community Board, Stakeholders Group and Coromandel Walks Governance Board. It is important to note that for the long-term boardwalk option, only initial routes around the Purangi have been considered for feasibility purposes only, and that further discussions with landowners is a critical next step to informing future options and any decisions around the Purangi boardwalk.

## **4 Discussion**

#### Programme timeline:

Details of projected completion dates for the 9 key projects are set out below: Andlinger Track (Stage 1B) completed end of May 2016

- Lees Road Track (Stage 1B) (Subject to consultation with Lees Road residents prior to resource consent lodgement) September 2016.
- Herehertaura Pa Site Oct-Nov 2016
- Stella Evered Feb-March 2017
- Lees Road Car Park - Consent lodgement August 2016
- Lees Road Car Park Construction Jan -May 17

- Ian Carters Track to Cathedral Cove Consent Lodgement August 2016 - track construction
- Jan-April 2017
- Blowhole to Hahei Village Entrance Car park track Stage 1A Jan -April 17

## **5 Suggested Resolution(s)**

That the Economic Development Committee receives the 'Cathedral Coast Walkway update' report dated 15 August 2016.