

Deliberations for 2018 Long Term Plan

Mercury Bay Community Board

Whangapoua
Otama
Ferry Landing
Wharekaho
Flaxmill Bay

Te Rerenga
Opito Bay
Hahei
Coroglen

Matarangi
Whitianga
Hot Water Beach
Front Beach

Kuaotunu
Cooks Beach
Whenuakite
Kairamarama

Date	7 May 2018
Time	09:00
Venue	Mercury Bay Community Board Room 10 Monk Street Whitianga

Members

Chairperson
Members

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DJ Connell
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www.tcdc.govt.nz/Council/Meetings-and-Minutes/Community-Boards

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1 Meeting conduct

In accordance with the Local Authorities (Members' Interests) Act 1968, members are reminded to declare an interest in items in which they have a direct or indirect pecuniary interest. In such circumstances, members are required to abstain from discussion and voting and ensure that the declaration is recorded in the Minutes of the meeting.

1.1 Apologies

The Chairperson invites notice from members of:

1. Leave of absence for future meetings of the Mercury Bay Community Board; or
2. Apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.2 Public forum

A period of up to 30 minutes is set aside for the public to raise matters falling within the terms of reference of the meeting. Each speaker may speak for three minutes but time extensions may be allowed on a vote of not less than 75% of members present at the meeting. Questions from members for information or clarification may be permitted by the Chairperson (Standing Orders Appendix F).

1.3 Conflict of interest

The Chairperson invites notice from members of:

1. Any interests that may create a conflict with their role as an elected member relating to the agenda item(s) for the meeting; and
2. Any interests in items in which they have a direct or indirect pecuniary interest as provided for in the Local Authorities (Members' Interests) Act 1968.

2 Governance, Planning and Strategy

2.1 Long Term Plan 2018-28 Deliberations

TO	Mercury Bay Community Board
FROM	Erin Bates - Principal Strategic Planner
DATE	7 May 2018
SUBJECT	Long Term Plan 2018-28 Deliberations

1 Purpose of report

The purpose of this report is to provide an overview of submissions received to the Long Term Plan 2018-28 and seek Mercury Bay Community Board feedback on matters relating to their area for consideration by Council.

2 Background

Consultation on the TCDC 2018-2028 Long Term Plan ran from 16 March to 16 April 2018. 774 submissions were received within that timeframe, with an additional 11 late submissions accepted by Council. Of the submissions received there were 349 made online, 127 via email, 123 on hardcopy forms and 183 other hardcopies not on forms. 128 submitters spoke to their submissions at Council hearings in Whitianga and Thames from 1-3 May.

620 members of the public attended 19 public, ratepayer and school board of trustee meetings from 27 February to 11 April. Staff also attended market days in Thames, Coromandel, Whitianga, Coroglen and Whangamata to speak with submitters.

Regular polls on the major consultation proposals were run on Facebook throughout the consultation period, receiving 745 votes on the polls and 101 comments received on the posts. The greatest reach of any post was 6,583 people with all other posts ranging between 1,000 - 6500 people reached.

Advertising and promotion of the Long Term Plan and opportunities to speak with staff ran on all major radio stations, and in all district wide and local newspapers leading up to and during the consultation. A rates demand insert was delivered to over 17,000 ratepayers' homes, with an email attachment included for another 1,000 or so. Billboards promoting the Long Term Plan consultation period were erected on major transport routes around the district. Promoted online ads for the LTP were targeted to Thames-Coromandel based users through Metservice, Google, Facebook and NZ Herald.

222 submitters identified themselves as spending most of their time in the Mercury Bay Community Board area.

3 Issue

The Board is asked to make recommendations to Council on how to proceed with submissions related to community facilities, local roading and local grants, and setting local funded budgets for 2018-2028. The Board is also invited to make a recommendation on any district related proposals should they wish to do so.

4 Discussion

Community Spaces and Development

Please note:

- The budget numbers in the consultation capital expenditure tables for Cooks Beach Hoggin Path and Mercury Bay Parks and Reserves Minor Works budgets were switched in a design error. This was rectified in week 3 of consultation. The budgets included in the LTP for these projects are as follows:

Cooks Beach Hoggin Path -

2023/24 - \$129,000,
2024/25 - \$110,000
2025/26 - \$116,000

Minor works budgets

2018/19 - \$103,000
In between years - \$103,000 plus inflation
2027/28 - \$131,000

- Mercury Bay South Bay Group, Hahei Residents and Ratepayers Association and Cooks Beach Residents and Ratepayers Association wished to register their support for points raised in each other's submissions. Staff have not repeated this support through the report.

1 PARKS AND RESERVES

1.1 Servicing public facilities

- South Mercury Bay Group requested increased litter and sanitary service to twice daily during the peak period and long weekends in the Hot Water Beach, Hahei, Cooks Beach and Ferry landing areas.
- One submitter requested Cooks Beach Streetsmart maintenance be improved.

Analysis

Public conveniences in these locations are currently serviced twice daily between 23rd December and 7th February. The Ministry of Business, Innovation and Employment's "NZ Tourism Forecasts 2017 - 2023 (May 2017)" indicate an additional 1.4 million tourists p/a are expected to visit NZ by 2023 from the 2016 figure of 3.5 million, to reach 4.9 million visitors to NZ in 2023. The majority of visitor pressure for this district is in Mercury Bay south and are concentrated around the iconic Hot Water Beach, and Hahei as the entry point to Cathedral Cove.

The following table shows the cost of additional cleaning servicing options:

Options - Local Funded	Cost and rating impact
A. Hahei Pa Rd, Shakespeare Cliff, Cooks Beach River Rd, Flaxmill Bay as well as the normal peak period servicing, to be cleaned twice a day on school holidays during the year, long weekends & other public holidays (eg Easter, Labour day, Queens Birthday, ANZAC)	\$3,508 per annum more than current LOS (\$0.44 rating impact per year)
B. Hot Water Beach Domain Rd, Hahei Beachfront, Hahei Central, Hahei Grange Rd, Purangi, Cooks Beach Central, Ferry Landing, Whitianga Wharf, Blacksmith Lane, Buffalo beach, Brophys beach,	\$25,742 per annum more than current LOS (\$3.22 rating impact per year)

Options - Local Funded	Cost and rating impact
Northern Reclamation as well as the normal peak period servicing, to receive an additional cleaning (totalling 3 a day) during that time	
C. Hot Water Beach Domain Rd, Hahei Beachfront, Hahei Central, Hahei Grange Rd, Purangi, Cooks Beach Central, Ferry Landing, Whitianga Wharf, Blacksmith Lane, Buffalo beach, Brophys beach, Northern Reclamation to be cleaned twice a day on school holidays during the year, long weekends & other public holidays (eg Easter, Labour day, Queens Birthday, ANZAC Day)	\$35,255 per annum more than current LOS (\$4.41 rating impact per year)
D. Hot Water Beach Bull Paddock, Hahei Visitor Carpark, Hahei Grange Rd as well as the normal peak period servicing, to receive 2x additional cleaning (totalling 4 a day) during that time	\$5,807 per annum more than current LOS (\$0.73 rating impact per year)
E. Hot Water Beach Bull Paddock, Hahei Visitor Carpark, Hahei Grange Rd to be cleaned 3 times a day on school holidays during the year, long weekends and other public holidays (eg Easter, Labour day, Queens Birthday, ANZAC Day)	\$11,930 per annum more than current LOS (\$1.42 rating impact per year)
F. Hot Water Beach Bull Paddock, Hahei Visitor Carpark, Hahei Grange Rd to be serviced twice a day at all other times except between the 2 nd day after easter to the day before labour weekend when daily cleaning resumes	\$6,817 per annum more than current LOS (\$0.85 rating impact per year)
G. Hot Water Beach Main toilet - service four times a day during peak period (2 extra a day)	\$9,225 per annum more than current LOS (\$1.15 rating impact per year)
H. Hot Water Beach Main toilet - service four times a day service (3 extra a day) during school holidays, long weekends and other public holidays	\$18,952 per annum more than current LOS (\$2.37 rating impact per year)
I. Hot Water Beach Main toilet be serviced twice a day at all other times (1 extra per day)	\$25,671 per annum more than current LOS (\$2.37 rating impact per year)

Staff support more regular cleaning of these and other facilities in Mercury Bay through the peak period - however given the additional cost suggest that Hot Water Beach Main Toilet is the key priority.

Recommendation

That the Hot Water Beach Main toilet cleaning service be increased to four times a day during peak period (2 extra a day) at a cost of \$9,225 per annum more than current LOS (\$1.15 rating impact per year).

1.2 Cooks Beach Hoggin Path

Eleven submitters opposed a Cooks Beach Hoggin Path; including Cooks Beach Ferry Landing Reserves Management group who asked it be reconsidered in the early 2028 LTP cycle should there be demand for it. Other submitters noted:

- there is already a path to Purangi River to the ferry;
- other roads have wide berms for walking;
- concern around environmental degradation affecting the sand dunes

- requested that the money instead be used for additional paths, stormwater and drainage (five submitters including Cooks Beach Ferry Landing Reserves Management group and MBSRRA).
- Coromandel Coastal Walkway Society and one other asked that the project be deferred for at least five years until existing routes are maintained, the community consulted, and a new Reserve Management Plan adopted.
- One submitter asked that the Captain Cook Memorial be saved instead.

Analysis

The proposal to install a hoggin walkway in the dune system at Cooks Beach from River Rd to Purangi has received opposition from submitters citing several reasons why the project should not proceed, including sufficient existing paths, environmental degradation to dune systems, and walkways and paths in other areas being a higher priority.

It is proposed that a mulch (screened for contaminants) pathway could be created on existing desire lines for a fraction of the original cost. Such a pathway would not be suitable for wheelchair access (whereas, depending upon gradients, the hoggin pathway would be), but a mulch pathway would allow pushchairs to be taken along its length. The mulch that is proposed, knits together and forms a mat and stops foot traffic from creating erosion and blowing the sand dune out. Trials elsewhere in the district using this method have worked well; and it has been evaluated as suitable for this particular project.

A budget of \$5k in 2023/24 for planning and consultation would also allow for it to be considered as part of the Reserve Management Plan review. A construction budget of \$60k in 2024/25 would provide for this mulch pathway to be installed.

- Removing \$129,472 in 2023/24 rating impact -\$1.62;
- Removing \$110,107 in 2024/25 rating impact -\$1.38
- Removing \$115,678 in 2025/26 rating impact -\$1.45;
- Adding \$5,000 in 2023/24 rating impact \$0.06 over the life of the asset
- Adding \$60,000 in 2024/25 rating impact \$0.75 over the life of the asset

Recommendation

That the Cooks Beach Hoggin Path project does not proceed as proposed; but that a budget of \$5,000 in 2018/19 and a construction budget of \$60,000 in 2019/20 be created for a Cooks Beach mulch pathway.

1.3 Minor Reserves Projects

MBCB request \$140,000 inflated annually from 2018/19 to 2027/28 with a total inflated budget of \$1,400,000.

Analysis

The minor works budgets were presented in the LTP as starting in 2018/19 for \$103,000 and ending in 2027/28 for \$131,000. The Mercury Bay Community Board has requested that these minor works projects start at \$140,000 in 2018/19 and be inflated for each following year. This would have a rating impact of \$0.50 per year.

With limited planning of how this budget would be spent there is a greater risk of underspend and increasing the Community Board's retained earnings which is not recommended.

Recommendation

That Mercury Bay Parks and Reserves minor works budgets are increased to \$140,000 for each year of the Long Term Plan, inflated annually.

1.4 Mercury Bay Skatepark

MBCB request Mercury Bay Skatepark have \$26,000 brought forward from 2019/20 to 2018/19 and \$433,000 from 2020/21 to 2019/20. Five submitters supported the Mercury Bay skatepark; with one asking that the budgets being brought forward.

Analysis

The Whitianga Skate Park project is to be part funded externally. Council officers have been working with the submitters on securing external funding. The proposed skate park will be an important recreational facility for youth. However it is important to note that securing a skate park designer, designing the skate park, getting geotechnical advice, consulting, consenting, securing funders, securing contractors and constructing is a lengthy process. It is recommended that some preliminary work could be carried out in 2018/19 (10k) and the remaining feasibility sum (\$13,000) be retained in 2019/20 and the construction budget of \$433,000 be retained in 2020/21 as proposed in the LTP. Adding \$10,000 in 2018/19 will have a rating impact of \$0.13; and reducing by \$10,000 in 2019/20 will have a rating impact of -\$0.13.

Recommendation

That the Mercury Bay Skate Park funding be retained as proposed in the LTP with a split in the feasibility budget bringing forward \$10,000 to 2018/19 and retaining \$13,000 in 2019/20 and \$433,000 in 2020/21.

1.5 Whitianga Town Centre Security Plan

MBCB support reinstatement of the Security Plan for Whitianga Town Centre with \$10,000 in 2019/20 and \$150,000 in 2020/21.

Analysis

During consultation for the Whitianga Town Centre development, community concerns were raised about security in the Town Centre as it existed then, and the need to improve security when the Town Centre project was complete. The concept is to create a unified set of standards both of hardware and software, and for desired locations for installations for cameras to be mapped out. Council would create the framework and install cameras at specific locations and encourage local business owners to "buy-in" to the system by installing their own cameras - to the identified standard. If there was no business "buy-in" to the project at the feasibility stage, officers would take the results back to the MBCB for their consideration.

Recommendation

That the Security Plan for Whitianga Town Centre project be reinstated, with \$10,000 in 2019/20 and \$150,000 in 2020/21 with a rating impact of \$0.13 in 2019/20 and \$1.88 in 2020/21.

1.6 Purangi Harbour Walkway

- Three submitters oppose the Purangi Harbour Walkway. Two of these cite environmental degradation.
- One submitter requested more information on location and design.
- One submitter requests the Purangi Upper Harbour Walkway be brought forward to 2018/19 to align with the 250 celebrations.

- Coromandel Peninsula Coastal Walkway Society are concerned that no specific route is identified or clear methodology, and also about the impact on the upper harbour and walkway.
- Cooks Beach Ferry Landing Reserves Management group ask that any budget should only be approved if at least 50% of the funds can be sourced externally.
- MBSSRA request further detail the Purangi Upper Harbour Walkway

Analysis

Opposition and support were both voiced for the Purangi Harbour Walkway that was proposed as part of the Coromandel Walks project to connect the Stella Evered Memorial Park track to Cooks Beach. The project is proposed for 2026/27 with a budget of \$1,151,000. Staff recommend \$51,000 be included in 2023/24 in order to be able to better populate the 2024-2034 LTP. This sum would be brought forward from the original sum, and would reduce the construction budget by a corresponding sum.

The intent of the feasibility budget is to determine routes, consultation, consents, engineering, design, alternative funding sources and budget as there is currently no confirmed rack alignment. Depending on alignments, it is possible that its consideration form part of the Mercury Bay Reserves Management Plan review. It should also be noted that \$1,100,000 is a significant sum to be managed in one financial year and as part of the planning to be undertaken in 2023/24 consideration should be given of how to structure this project as it may be best spread over several financial years. The rating impact will be \$0.64 in 2023/24 and then -\$0.64 per annum from 2026/2027

Recommendation

Recommend that a reduced construction budget of \$1.1 million for the Purangi Upper Walkway be included in 2026/27 and that a feasibility budget of \$51,000 be included in 2023/24.

1.7 Taputapuatea Walkway and Footbridge

- Two submitters are fully opposed to the Taputapuatea Walkway and Footbridge.
- One asks that the hoggin path be maintained as is up to town side of Taputapuatea Bridge, approach NZTA for share funding for a cycle path clip on the bridge, and run the hoggin path directly towards the boating club. One submitter asked that the walkway be established as an attachment to the existing Taputapuatea bridge utilising the existing path and not direct pedestrians to the Forest and Bird Restoration Areas.
- Mercury Bay Royal Forest and Bird Society oppose the project in part. While supporting the walkway they ask that recognition of their earlier agreement and plan be clearly identified. They are unclear how it is sustainable or advisable to build a walkway at Mother Browns Creek known to become inundated from time to time. Ask that the proposal is reviewed and alternatives considered; such as working toward a pedestrian crossing situation in the vicinity.
- Coromandel Peninsula Coastal Walkway Society support the project and ask to be consulted to provide input.

Analysis

Supporting, partial supporting and opposing submissions were all received for a Walkway and Footbridge at Taputapuatea. The proposed budget exists in 2018/19 (\$26,000) and 2019/20 (\$300,000). Staff recommend proceeding with the initial scoping and investigation in collaboration with key partners like Forest and Bird and Ngāti Hei to determine the best approach. Forest & Bird and Ngati Hei have stated as part of previous consultation that they would not support a pathway into the reserve.

They have also indicated that they request that the funding be reallocated to a clip-on bridge. The Board can confirm whether to proceed with the construction portion of the project (\$300,000) through the 2019/20 Annual Plan.

Recommendation

That the feasibility study on the proposed Taputapuatea Walkway and Footbridge project proceed in 2018/19 including consultation with submitters, stakeholders and interested parties.

That the Board confirm whether to proceed with the Taputapuatea project as part of the 2019/20 Annual Plan process.

1.8 Mercury Bay Sports Park

One submitter expressed their support for the Whitianga Sportsground if the drainage of the fields is improved.

Analysis

The fields at the Mercury Bay Sports Park have sand slit drains which require renewal on an annual basis. Soil migrates into the sand slit drains which nullifies the drains effectiveness. The migration occurs due to foot traffic on the grounds above and also as a result of water flow. Additionally, the native material that the sports park fields are constructed with has relatively poor drainage qualities. There is an existing maintenance budget for the Mercury Bay Sports Park, that works are undertaken out of, but as the Mercury Bay Sports Park becomes more popular and the fields are used more, the existing maintenance budget will be inadequate to keep on top of field maintenance requirements. Normally sand slit drainage works would be undertaken in spring or autumn as part of normal sports field renovation works. An increase of \$40,000 per year would have a rating impact of \$5.00 per year.

Recommendation

That the Mercury Bay Sports Park total budget be retained but bring forward \$10,000 from 2019/20 to 2018/19; so that the budget spread becomes \$10,000 in 2018/19; \$13,000 in 2019/20 and \$433,000 in 2020/21.

1.9 Robinson Road to South Highway Hoggin Path

- Coromandel Peninsula Coastal Walkway Society ask that the Robinson Road to SH Hoggin Path project be removed until the Reserve Management Plans have been completed to determine what is required.
- Mercury Bay Royal Forest and Bird Society support the path in part; but are mindful that any work must be done with a view to having as little impact as possible on the fragile coastal margin.
- Another submitter partially supports the Robinson Road to SH Hoggin Path and boardwalk but asks that the budget to build a hoggin path be used along Cook Drive to provide a safe walking and cycling path from MBAS to/from Town and Whitianga residential areas.

Analysis

Staff recommend that a \$10,000 feasibility budget be included in the 2020/21 year to determine route and consult with affected and interested parties for the proposed Robinson Rd to SH Hoggin Path. This will also allow consultation to occur as part of the Reserve Management Plan review. If the proposal receives community support, it will allow the 2021/2024 LTP to be better populated. The proposed budget and financial years would be \$10,000 (2020/21), \$98,000 (2021/22), \$84,000 (2022/23), \$180,000 (2023/24). There is no increase in total budget, only a modification of when

the budget is proposed to be expended. Instead of a proposed budget of \$108,000 in 2021/22, it is suggested that this commitment be reduced to \$98,000 in 2021/22 and the remaining \$10,000 be moved forward to 2020/21.

- Removing \$108,036 in 2021/22 would reduce the rating impact by -\$1.35
- Adding \$10,000 in 2020/21 would have a \$0.13 rating impact
- Adding \$98,000 in 2021/22 would have a \$1.23 rating impact

Recommendation

Recommend that a \$10,000 feasibility budget be included in the 2020/21 year to determine route and consult with affected and interested parties for the proposed Robinson Rd to SH Hoggin Path. Recommend that there is a corresponding reduction in the construction budget in 2021/22 from \$108,000 to \$98,000 to accommodate this.

1.10 Maramaratotara wilding pine removal

Coromandel Peninsula Coastal Walkway Society request a new project relating to the Maramaratotara walkway. With the completion of the new viewing platform the removal of wilding pines is requested in the reserve in a 3-5 year timeframe.

Analysis

Wilding pines are destructive to natural ecosystems, and are hazardous and expensive to deal with when older Staff agree with the submission that an annual budget to remove wilding pines at Maramaratotara reserve be included, but advise increasing the scope and budget (\$30,000 on an annual basis with a \$3.75 per year rating impact) to include all of Mercury Bay Reserves to decrease future costs to ratepayers and improve safety and environmental conditions

Recommendation

Recommend that an operational budget of \$30,000 for all of Mercury Bay Area be provided on an annual basis for the removal of wilding pines.

1.11 Hot Water Beach reserve facilities

Hot Water Beach Ratepayers Association ask that a children's play area be built and two community barbeques installed.

Analysis

No work has been undertaken to date around the need for a children's play area/community barbeques at Hot Water Beach. Consideration of need, location and cost could be undertaken by staff in consultation with the Hot Water Beach Ratepayers Association and community, and as part of the reserve management plan review. It could then be considered by the community board as part of the Annual Plan 2019/20.

Recommendation

That the Community Manager work with the Hot Water Beach Ratepayers Association and community and input into the Reserve Management Plan review to determine the need, location and cost of an additional play area and two community barbecues at Hot Water Beach; and that the outcome of this be considered by the Mercury Bay Community Board as part of the Annual Plan 2019/20 process.

1.12 Wigmore Stream

Coromandel Peninsula Coastal Walkway Society and one submitter asked that the Wigmore Stream Walkway and Bridge be brought forward to the first three years of the Plan.

Recommendation

That the timeline and budget for the proposed Wigmore Stream Walkway and Bridge (\$235,000 in 2023/24) be retained for this project in line with MBCB recommendations.

1.13 Other submissions not requiring recommendation

1.13.1 Reserve Management Planning

- One submitter asked that the Whitianga Reserve Committee be reinstated.
- One submitter requested that 35A Captain Cook Road, Cooks Beach be retained as a reserve.
- One submitter asked that the Mothers Brown Bridge Footpath be consulted on locally and incorporated into the Reserve Management Plan review.
- One submitter asked that the Matarangi Walk to Village be consulted on locally and incorporated into the Reserve Management Plan review.
- One submitter requests that provision be made in the LTP to provide motorhome parking in Whitianga when the current facility provided at the Waterways closes due to development.
- One submitter asked that concession fees be raised and based on the number of clients or value of services provided. They should be contributing more to infrastructure required for their clients.

Analysis

A Reserve Management Plan review is currently underway with work continuing through 2018. This will include consideration of use and activity on each reserve. The Whitianga Reserve Committee was dissolved through lack of interest.

1.13.2 Whangapoua Beach Front Reserve Playground

Whangapoua Beach Ratepayers Association request additional maintenance of the playground on the Beach Front reserve.

Analysis

Current servicing of the playground is undertaken by the main parks contract service provider, Smart environmental Ltd. The playground is also audited every month by a Level 2 qualified Registered Play Inspector International. Additional maintenance is undertaken as a result of these audits, either by a direct response to the contract or a request for works from the contractor to the staff. The playground is relatively exposed to harsh coastal conditions. Some components were refurbished in approximately 2010. Maintenance and renewal of equipment is covered in existing budgets.

1.13.3 Cooks Beach and Ferry Landing renewals

Two submitters requested renewals be increased to include more spent in Cooks Beach-Ferry Landing as there are many unfinished projects (eg signs and walking tracks).

Analysis

Further (or additional) renewals budgets for Cooks Beach and Ferry Landing are not recommended. With the introduction of Assetfinda, condition and age based renewals will now be undertaken. The parks renewals budget is an annual budget for the whole of the Mercury Bay area, which also includes Cooks Beach and Ferry Landing, and it varies from a low of \$192,000 in 2018/19 to a high of \$312,000 in 2027/28. These sums are populated by renewal data captured from the assets. The sums generated are based upon the number and value of assets that are ready to be renewed / replaced in any given year. Renewal information and decisions about replacements are based upon condition assessments and age based information for the assets. Additional and separate renewals budgets for Cooks Beach and Ferry Landing are not recommended.

1.13.4 Hot Water Beach car parking and signage

Hot Water Beach Ratepayers Association requested that:

- The Paddock car park be tarsealed with lines marked for cars only
- That land be leased from the campground to create a second paddock car park opposite (for motorhomes only, sealed and marked with lines appropriate for motorhomes)
- That at the turnoff to the middle car park a sign be installed (with arrows as to direction to drive) that advises parking options.
- That the four car parks be renamed Surf (middle); Main car park (paddock); Motor Home (new); and Village (main) with information including about the number of parks and the access distance to the the beach

Analysis

According to MBIE forecasts (New Zealand Tourism Forecasts 2017-2023), International arrivals to NZ are forecast to reach 4.9 million visitors in 2023 (from 3.5 million) in 2016, up 39 %. This equates to growth of 4.8% per year. Not every one of those visitors will be arriving at Hot Water Beach, but the same growth rate of 4.8% can be applied. For instance the expected parking revenue at Hot Water Beach for existing carparks for the current financial year is \$115,000. By 2022/23 this projected revenue will be \$151,000 if the same amount of pay to use carparks are available, but there will eventually be a limit to the amount of revenue that Council will receive from the existing machines based upon the existing provision of pay to use carparking.

If more pay to use parking is made available, then the revenue will increase. However, some balance must be made with ensuring that the intrinsic values of the site are not destroyed with an oversupply of parking. Careful long term planning is required when considering solutions at Hot Water Beach. Council officer need to work with the association and community to understand the issues, identify options and look at potential outside funding opportunities are to be explored; and then provide these to the Community Board for consideration.

1.13.5 Other

- Hahei Residents and Ratepayers Assn ask that existing tracks are upgraded with improved signage.
- Coromandel Peninsula Coastal Walkway Society support the Matarangi Walk to Village project in principle and request Council consult with their group to provide input.
- Hot Water Beach Ratepayers Association requested that more trees be planted on Council reserve to create more shaded areas around Taiwawe Stream.
Analysis - that this be referred for consideration as part of the planting programme.

- One submitter requests that the Great Walks Project be removed from the LTP.

2 HALLS

Submissions not requiring recommendations

2.1 Arlingham House

One submitter asked that Arlingham House be made available for use by arts and community organisations for exhibitions, meetings, functions and performances. Two submitters opposed the purchase of 2 Monk St.

Analysis

Council are able to consider requests for use of the property after acquisition through the Property Team.

2.2 Whitianga Town Hall upgrade

- One submitter requested the Whitianga Town Hall be upgraded to be suitable for the performing arts.
- One submitter supported the Whitianga Hall re-roofing. Another asked that the re-roof be deferred until the investigation into the Civic Centre Project has a definitive outcome and a pathway forward with investigation funding provided for within the next three years and project funding of several million within

Analysis

Re-roofing of the Whitianga Town Hall is a necessary part of good asset maintenance and should not be deferred. The timeline and budget for the proposed Whitianga Hall Reroof (\$150,000 in 2020/21) be retained.

The submission requesting that Arlingham House (2 Monk Street) be made available for public use will be referred to Council's property team to follow up directly with the submitter.

3 HARBOUR FACILITIES

3.1 Whitianga Boat Ramp Reclamation

- Six submitters do not support the Whitianga Boat Ramp reclamation.
- One submitter requested extensive public consultation.
- Two submitters requested an upgrade to ramps further in harbour to cater for demand; with one suggesting user pays parking.
- Mercury Bay Forest and Bird oppose the reclamation citing that the coastal and marine areas are under a significant amount of pressure, and are already fragile environment. They ask that funding decisions are deferred until consultation is undertaken.
- MBSSRA support the Purangi Boat Ramp resealing and request further detail on the Whitianga Boat Ramp reclamation.

Analysis

The draft allocated budgets in the LTP for the boat ramp reclamation are: \$227,000 (2021/22) - \$3,649,000 (2023/24) - \$3,509,000 (2024/25). These figures are based on a proposed reclamation and new boat ramp development at Dundas Street boat ramp area. This proposal will be reviewed and any final proposal arrived at would be widely

consulted on. As part of the process in developing the concept for the future provision of marine facilities including tourist boats, boat ramps and related services there will be extensive consultation with key stakeholders. These would include Ngāti Hei, Forest and Bird, the Department of Conservation and other interested parties. The concept of the Whitianga Boat Ramp reclamation requires further scoping work and investigation, including a detailed study on evidence of the need for a boat ramp in the Whitianga harbour of this scale and an assessment of the environmental impact of this kind of development. Early engagement with mana whenua will be prioritised. Full public consultation will be undertaken through the 2021-2031 LTP. Further information will be available to the public leading up to this process.

Recommendation

That the Whitianga Boat Ramp reclamation budget be retained and that Council direct staff to undertake early engagement with interested parties on the project.

3.2 Other submissions not requiring recommendations

- One submitter requested more wharfage and marina facilities in Whitianga.
- One submitter requested a groyne to provide protection to the Buffalo Beach foreshore and be suitable for boat launching and some charter and commercial operators.
- One submitter was concerned at the impact on current congestion in the area at peak times with an extension to the Whitianga wharf pontoon and supports the renewal.
- One submitter requested that a community based consultation group be set up to identify options to address any perceived health and safety issues at the Whitianga Wharf.
- One submitter requested further information on location and design of a new ramp
- One submitter did not support moving activities from the current Whitianga Wharf to create new access to the marine area.
- Mercury Bay Royal Forest and Bird Society have concerns with the Whitianga Wharf/Pontoon Extension and the further use of the public harbour and request to be consulted on this.
- Whangapoua Beach Ratepayers Association support the proposed upgrade of the Whangapoua boat ramp as the facility is deteriorating and it is important for the community to have safe and reliable access.
- One submitter suggested that the Dundas Street boat ramp be developed into the main Whitianga boat ramp with Dundas Street widened and boat trailer parking available in Lions Park.

4 PUBLIC CONVENIENCES

4.1 Flaxmill Bay toilets

- MBSRRA asked that the Flaxmill Bay Toilets project be brought forward
- Cooks Beach Ferry Landing Reserves Management group support the Flaxmill Bay toilets water bore and Ferry Landing toilets renewal

Analysis

Staff support the submission and that the timeline and budget for the proposed Flaxmill Bay Toilets Water Bore project (\$62,000 in 2025/26) be brought forward to Year 2 of the LTP (\$62,000 in 2019/20). This is because there is insecurity around continued water supply and access to the existing bore.

Recommendation

That the budget for the proposed Flaxmill Bay Toilets Water Bore project (\$62,000 in 2025/26) be brought forward to Year 2 of the LTP (\$62,000 in 2019/20).

4.2 Otama Beach toilets

- Otama Reserves Group and submitters request a toilet facility at the western end of the Otama Beach Reserve as there is an ongoing issue with the general public using private land as an open toilet. A small facility would suffice; and the group are happy to discuss a location.

Analysis

Multiple submissions received requesting a Public Convenience at the Western end of Otama Beach where there is currently no provision. The existing Reserve Management Plan identifies this as an issue. A dry vault single pan public convenience be provided in 2019/20 with a budget of \$70,000. Officers will work with submitters and the local community to determine the appropriate location for the facility.

Recommendation

That \$70,000 be provided in 2019/20 for the establishment of a dry vault single pan public convenience at Otama Beach and that officers work with the submitters and local community to determine the most appropriate location.

4.3 Submissions not requiring recommendations

1.1.1 User Pays toilets

One submitter requests the building of public toilets and showers that are coin operated so that tourists pay and Council receives an income for maintenance.

Analysis

User pays for public conveniences broadly in line with Council's direction to investigate cost recovery on high standard public conveniences designed for visitor use. It has been found that public conveniences are charged for, there is an expectation of a higher service level (i.e. staffed toilets). Council will continue exploring options for user pay provisions and external funding opportunities for public conveniences.

1.1.2 Hahei toilets

- One submitter asked for decent toilets in Hahei - two toilets at the Community Centre are not enough with the increasing number of tourists.
- One submitter asked that Council seek monies from the National Tourism Fund for Hahei and Whangapoua public conveniences

Analysis

Public conveniences in Hahei central currently provide separate male and female pans. There is an existing timeline and budget for the proposed Hahei Central Reserve Renewals project (\$172,000 in 2022/23) and no evidence that this needs to be brought forward. Council will continue to seek alternative funding sources for its tourism infrastructure

1.1.3 River Road Cooks Beach Toilet

One submitter requested the toilet at the western end of Cooks Beach be moved further away from the fragile dunes area, nearer to the road; away from flooding and erosion and in a more visible, safer location.

Analysis

When the next condition assessments for Public Conveniences are undertaken in 2020/21, consideration will be given to the submitters concerns about the public convenience at River Road Cooks Beach in relation to flooding, safety and environmental degradation.

1.1.4 Other

- Whangapoua Beach Ratepayers Association support the upgrading of the Whangapoua Beach Front Toilet
- One submitter notes that there is no budget for the establishment of public conveniences at the Mothers Brown/Taputaputea BBQ site.

5 Local grants

The following chart shows Mercury Bay's current grant allocation:

Mercury Bay Community Libraries	
Ferry Landing Community Library	1,538
Hahei Community Library	2,564
Kuaotunu Community Library	1,026
Mercury Bay Halls	
Cooks Beach Hall Committee	3,500
Hahei Hall Committee	3,500
Coroglen Hall Committee	2,350
Kuaotunu Hall Committee	2,350
Mercury Bay Grants and Remissions	
Community Grants	20,000
Mercury Bay Museum Society	25,000
Mercury Bay Community Pool	40,000
Mercury Bay Community Patrol	7,200
Destination Mercury Bay - Events	20,000

5.1 Hahei and Ferry Landing Libraries

- Hahei Community Library and South Mercury Bay Group request the library grant be increased from \$2564 to \$3900 pa. One submitter supported the library book budget. One submitter supported the increased library budgets.
- Ferry Landing Library request that their annual grant is continued for the duration of the Long Term Plan.

Analysis

Grants for Hahei Community Library and Ferry Landing Library are currently provided for in the Long Term Plan.

Recommendations

That the budget for the Hahei Community Library and Ferry Landing Library be retained at current levels, adjusted for inflation for a further three years.

5.2 Mercury Bay Community Patrol Inc

Mercury Bay Community Patrol Inc. requests that Council continue the previous service agreement to enable certainty of community patrol services.

Analysis

The Mercury Bay Community Patrol currently receives \$7,200 pa and it is appropriate that this continue over the next three years of the plan.

Recommendations

That funding of the Mercury Bay Community Patrol be granted at \$7,200 for the next three years of the plan.

5.3 Mercury Bay Community Swimming Pool

Mercury Bay Community Swimming Pool Trust request an additional \$30,000 per annum to cover extending opening hours. (Please see sub regional pool section for additional request re a wider investigation into level of service in Mercury Bay)

Analysis

Mercury Bay Community Pool currently receives \$40,000 per annum as a grant and are requesting an additional \$30,000 per annum. Submissions to the sub regional pool demonstrate the community's support for their local pool and extending the hours would meet a service requirement.

Recommendation

That Mercury Bay Community Swimming Pool Trust receives an additional \$30,000 per annum (\$70,000 total per annum) to cover extending of the Mercury Bay Community Pool's opening hours.

5.4 Submission Points not requiring a recommendation

5.4.1 Hot Water Beach lifeguards

South Mercury Bay Group ask that Hot Water Beach Lifeguards be granted \$20,000 per year from revenues generated at the Hot Water Beach carparks.

Analysis

Surf Lifesaving New Zealand currently receives a grant from Waikato Regional Council through the Regional Emergency Services Fund. The intention of this fund was to remove the need for emergency services to apply to different councils for sufficient funding for their operation. Waikato Regional Council consulted on an increase to funding for Surf Lifesaving New Zealand as part of their Long Term Plan. Should this proceed, the Mercury Bay Community Board will not need to provide additional funding to the service at Hot Water Beach. Staff advise not to grant additional funds at this time.

6 Footpaths and Streetlights

Note: TCDC's footpath construction programme for the Mercury Bay Community Board (MBCB) area has been prepared based on the level of local investment (and therefore impact on local rates) and the local footpath priorities as reviewed annually by the MBCB.

The base rate (on a straight flat site with no kerb and channel or levelling need) for footpath construction (which includes all establishment and preliminary and general costs) is \$170/m² or \$255/lineal metre.

Attachment B *Mercury Bay Footpath Priorities List* demonstrates the community board's current list of prioritised footpaths for the area.

6.1 Purangi Road Path

Two submitters requested that the Purangi Road path be completed to include the areas close to Rees Ave that have never been completed, and that the Purangi Path be extended where it currently finishes at Rees Ave to where the proposed roadway from Purangi Road into the Longreach subdivision will be situated. One submitter asked that this project be consulted on locally and incorporated into the Reserve Management Plan review. MBSRRA request the diversion of the Cooks Beach Hoggin Path money to existing pathway maintenance/new Purangi Road footpaths; this was supported by two other submitters. One submitter requested instead that footpath access be provided along Bank St and noted that Cooks Beach needed to be adequately serviced with footpath before "luxury" projects such as the Hoggin Path are explored.

Analysis

The Purangi Road path areas referred to are not on the current priority list.

6.2 Hot Water Beach Footpaths

Hot Water Beach Ratepayers Association request that a walkway (removing the ability to park cars) is installed from 32 Pye Place to second path to reserve/walkway to allow alternate access to walking in front of surf lifesavers reserve/walkway; and notes that the additional car park and clarity around where to park will mean less traffic in the village area and enhance visitor experience.

Analysis

Pye Place (full length) is currently on the priority list for completion within 3 years.

6.3 Kuaotunu Footpath Greys to Quarry

- MBCB in relation to Kuaotunu Footpath Greys to Quarry - request removal of \$198000 in 2025/26 as included in error
- One submitter asked to complete the Kuaotunu Footpath Greys to Quarry footpath to the Domain reserve area and not stop at Quarry point (Boat ramp)

Recommendation

That \$198000 is removed from the Kuaotunu Footpath Greys to Quarry project as included in error.

6.4 Cooks Beach - Rees Ave to Mercury Bay Estate path

One submitter requests a safe footpath from Rees Road to Mercury Bay Estate. The stretch of road near the cooks beach resort to the winery is extremely dangerous and no where for the influx of pedestrians to walk. There are often children walking this stretch and cyclists use it all the time. A further submitter asks that footpath be

completed from Rees Avenue, Cooks beach to Purangi Landing Road.

Two submitters support footpath rehabilitation and request it be increased to include more spent in Cooks Beach-Ferry Landing. Regular and proactive maintenance of the existing paths is needed including annual inspections, vegetation clearance, re-surfacing, drainage and signage. This should include the "Purangi Roadside Path" from opposite Homestead Lane to Cooks Beach Hall, Shakespeare Tracks, Maramaratotara Track, accessways through the subdivisions and existing concrete footpaths. Support more footpath construction being spent in Cooks Beach. The following areas all need new footpaths: "Purangi Roadside Path" from Rees Avenue to Scott Drive; Scott Drive to Purangi River; Flaxmill Bay existing footpath link to Shakespeare Reserve via new bridge; completion of Purangi Road footpath near tennis courts. Cooks Beach Ferry Landing Reserves Management Group request a footpath is also needed on the stretch of Purangi Road from the Cook's beach campground to link up with the path behind the house on Scott Drive There are also uncompleted sections of the path from the Cook's Beach Hall to Flaxmill Bay along Purangi Road. This path also needs a lot of maintenance. There are also some high use areas in Cook's Beach that require footpaths where there are currently none, such as from the end of Scott Drive to the beach (through the shops) and between the intersection of Banks Street/Riverview Road/Captain Cook Road and the beach.

Analysis

A footpath from Rees Ave to Mercury Bay Estate is not on the current priority list. A footpath connection will be available between Cooks Beach and the winery through 720 Purangi Road, on completion of the Longreach development.

Purangi Rd from Homestead lane to Shakespeares cliff is on the priority list for a footpath within 35 years. The remainder of Purangi Rd roadside footpath from end of existing to Rees Ave and then to Purangi River is not on the priority list. Refer also to item 12 regarding an alternate pedestrian route. A footpath from the end of Scott Drive to the beach (through the shops) is not currently on the priority list. Banks St From Rees to Marine parade is due for completion in year 8 and Marine Parade (links Banks to Beach) is due for completion in year 7.

6.5 Hahei Village footpaths

- Two submitters suggest all Hahei village roads require a pedestrian footpath on at least one side of the road. Allowance should have been made in the LTP for the provision of footpaths as well as the widening of all roads to accommodate two lanes and some parking. The widening of the roads should include provision for stormwater disposal. At present stormwater from many/most sections in heavy rainfall has nowhere to go causing major health issues/hazards on all sections with septic tanks. Requests all footpaths in Hahei set for completion in 5 years. One submitter suggests in addition that with a large numbers of retirees choosing to live on the Coromandel permanently, suggest TCDC think about their mobility needs in 10-15 years time by ensuring infrastructure and facilities are elderly friendly. One submitters says that while some footpaths are required in Hahei for safety, these can easily be accommodated on the existing grass berms. If and where footpaths are installed please do not also install kerb & channeling it is not wanted by residents
- In 2017 when the village entry car park was constructed, the road from the carpark entrance to Pa Road was realigned. As a result of this there is now a precarious situation to walk from the Church Accommodation to Pa Road. There is no footpath on either side of Pa Road south of the Wigmore Stream Bridge .This is a busy road

Analysis

Hahei roads currently on the priority list for new footpaths to be constructed over the next 40 years are: Christine Terrace, Dawn Avenue, Emma Place, Emmerdale Drive, Florence Place, Grierson Close Right, Hahei Beach Road, Harsant Avenue, John Spear Avenue, Margaret Place, Margo Place, Michelle Lane, Pa Road, Patricia Place, Pye Place, Robyn Crescent and Wigmore Crescent. The total cost of these projects is approximately \$1.5m.

Four submitters including Cooks Beach Ferry Landing Reserves Management Group support Flaxmill Bay footbridge. Two submitters request funding be increased to include associated footpaths to link it to existing tracks, with NO PARKING possible on the western access. Off-site vehicle/boat trailer parking needs to be developed, "user pays" system. One notes the ford is too narrow to sustain its current shared use between vehicles, cyclists, pedestrians and prams. More funds should be allocated to the project. One additional submitter noted that the stated amount is construction and associated costs only and does not allow for connection to the existing paths at each end of the bridge or for completion of the total footpath from Cooks Beach Hall to Ferry Landing.

Currently on the priority list for completion in two sections are the following additional areas: Emmerdale Drive to Pa Road for completion in 2 years; and Urban boundary to Emmerdale drive - for completion in 7 years.

Analysis

Flaxmill Bay footbridge is in the draft LTP as a standalone project for 2018/19. Purangi Rd from Homestead lane to Shakespeares Cliff is on the priority list for a footpath within 35 years

Whitianga needs to upgrade its street lighting in some areas e.g. Monk Street

In 2017 when the village entry car park was constructed, the road from the carpark entrance to Pa Road was realigned. As a result of this there is now a precarious situation to walk from the Church Accommodation to Pa Road. There is no footpath on either side of Pa Road south of the Wigmore Stream Bridge .This is a busy road

Recommendations

That the Mercury Bay Community Board confirms the current level and cost of service associated with provision and maintenance of pedestrian facilities; or alternatively advises any changes it wishes to make to its current priority list.

7 DISTRICT PROPOSALS

7.1 Sub-regional aquatic facility

Council consulted on the building of a sub-regional aquatic facility for the district as part of the LTP 2018-28.

Key points described in the document were that:

- The current Thames 25m swimming pool is due for replacement by 2027, which also aligns with the long-held desire by Ngāti Maru for Council to vacate the site given it covers an urupā/burial ground.
- The current Thames pool is well used by swimmers throughout our district, neighbouring districts like Hauraki and from as far away as Pukekohe. With increasing visitor numbers to the district and a projected ageing population, there is an opportunity to provide a major new facility which increases Council's services at the pool for many groups of users.

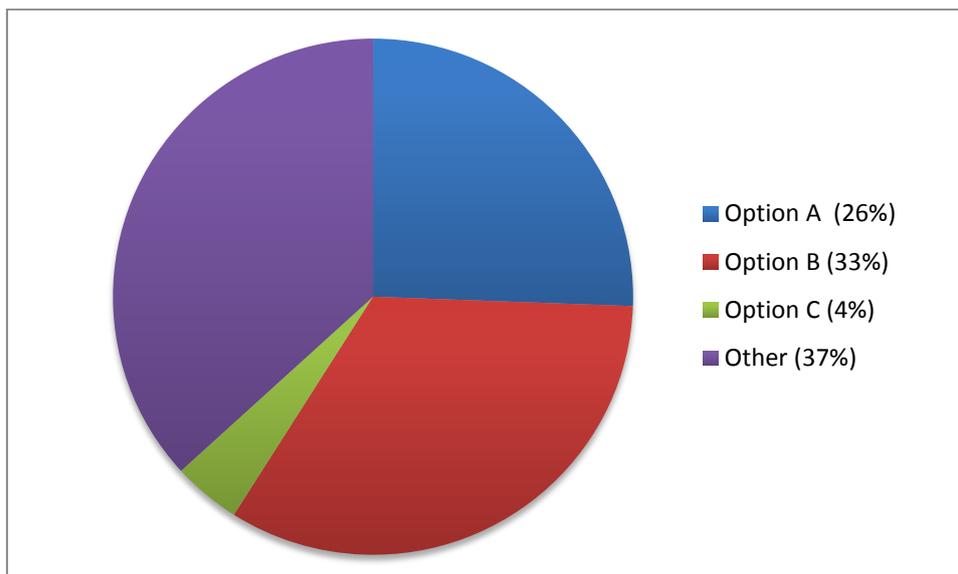
- Since 2017 Council has investigated what an expanded aquatic facility might look like, the services it might offer, and possible locations. The proposal included a 25m pool and a hydrotherapy pool within a permanent building, expanded changing facilities, and could include features like hydro slides, spa pools, a gym and sauna, café and spectator facilities. - Possible locations for the new facility were still being investigated however a site near Thames is likely given its centralised location within the East Waikato sub region.
- This project will be loan funded which will increase the Council's debt levels. The Council has capacity for this debt and will remain within debt limits. The loan for the proposed option will be repaid through district wide rating.

The 3 options presented for feedback were:

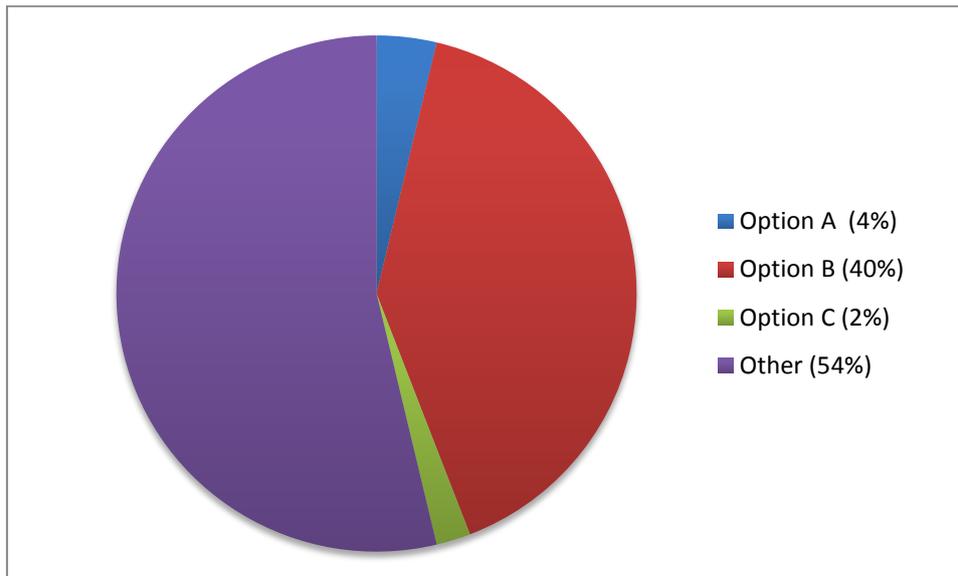
- A.** \$21.1m to build a sub-regional aquatic centre in years 4-6 funded by the district, that includes; a 25m pool, a hydrotherapy pool, a permanent building and scope for hydro slides, spa pools, gym, sauna, cafe and spectator facilities, which with \$3m external funding would cost all district ratepayers \$130 per year following completion of the work. N.B This is the proposed option included in the projected rates increase.
- B.** \$11.7m to build a 25m pool within a permanent building in years 4-6 funded by Thames Community Board area ratepayers only. This would provide the same level of service that we currently have and would cost the Thames ratepayer \$477 per year following completion of the work.
- C.** \$21.1m to build a sub-regional aquatic centre in years 4-6 as in Option A funded from a share of district and local rating, with the first \$11.7m to cost the Thames ratepayer \$393, and the remaining \$9.4m to cost all district ratepayers \$68 per year following completion of the work.

Overall support for options

The following chart shows the overall support for each of the options from a district wide perspective:



The following chart shows support for each option from Mercury Bay submitters:



Of those who ticked "other" without specifying an Option:

- 38 supported a new pool for both Thames and Whitianga as per Option B in both locations
- 20 supported Option B for Thames specifically
- 1 supported a downscaled version of Option A
- 2 supported Option A
- 5 raised concerns about coastal hazard implications for a Thames site

Submission Points

1. 115 submitters requested an all year pool for Whitianga; and strongly opposed district funding of a Thames pool citing the following reasons:
 - That Whitianga has a growing population
 - The current community pool is insufficient as it is not available during school hours and unusable during winter
 - The distance and cost to travel to Thames means Whitianga residents will not use it (and therefore shouldn't pay for it)
 - Children need a pool to learn to swim
 - An all year pool is important for surf lifesaving training
 - Thames population is declining so a pool is unnecessary
 - A local facility should be locally funded
 - To cater for competitive swimming and Mercury Bay Amateur Swimming Club
 - Will be used by areas closest to Thames - in particular Hauraki District. They should contribute.
 - Would benefit the elderly for hydrotherapy and fitness
 - Query what happened to the previous proposal for an Olympic pool
 - Requested splitting the \$21m into two and building a 25m pool for Thames and one also for Mercury Bay.
 - Dive Zone submitted that a year round facility in Whitianga would greatly increase their ability to offer PADI free dive training. Currently travel to Thames; but it being closed every Saturday stops them offering weekend courses. Would require a longer pool to enable doing 400m and 800m swim tests and temperatures above 20 degrees.
 - Suggest Lions Club could help fundraise for a pool in Whitianga

- Reserves contributions as part of development contributions should have gone towards a swimming pool rather than boat ramps
2. 11 submitters requested an upgrade to the existing Whitianga Community Pool. Mercury Bay Community Swimming Pool Trust request extra funding to cover proposed extended opening hours of the current pool. During the next 12 months request (approx. \$50K undertaken in Whitianga to determine whether an aquatic facility can be built and suggest looking at Moewai Sports Ground, land surrounding Lost Spring and Hilton Park. In the following year ask that the site be narrowed down and possibly allocate a further \$50K for associated costs. Question the feasibility of a sub-regional pool.
 3. Some suggested deferring to next LTP as too many financial uncertainties around partnerships and funding streams. Suggested a simple plan for a 25m pool covered with changing rooms, toilets and room for a temporary grandstand area with the same plan/layout for Thames, Whitianga and Tairua.
 4. Mercury Bay Community Board request no rating impact on Mercury Bay ward of Thames Pool. Tairua-Pauanui reserve judgement. Whangamata CB support Option B. Any additional Whangamata aquatic rate should be spent in Whangamata rather than Thames.
 5. Three submitters requested funding for an appropriate pool in Tairua, Hikuai and Whenuakite) as Tairua is the breakeven point to a lot of the eastern Coromandel. One suggested an upgrade to Tairua School Pool.
 6. 12 submitters requests money should go towards the local Whangamata pool for reroofing, heating and covering. Whangamata Ratepayers Association asks that Whangamata Pool be upgraded to extend its use throughout the year. Whangamata Community Swimming Pool Inc request further Council funding to upgrade and maintain their facility.
 7. Strong opposition from all community board ratepayers outside of Thames. A clear preference from these submitters for Option B - and that the pool be locally funded; with contributions from Hauraki District Council; Matamata Piako District Council and other funding sources. Two submitters requested no pool and no upgrade. Some concerns raised by Thames Ratepayers in relation to cost.

Support for each of the pool options was mixed with supporters having the following comments:

- Downscale the project - simple pools are best. One submitter cited Osborn, Waterhole, Northcote College, Helen Swim School and Steve Lindsay Swim School. Recommends talking to Steve Lindsay.
- Good for youth
- Needs the development to make it an attractive area
- Needs to be financial commitment from Hauraki and Matamata-Piako district Councils
- Funding is needed from external sources
- All weather blinds on sides so can open to a outdoor pool in summer
- .One submitter said any proposed café should be privately operated and the space for this leased from the facility if available
- One submitter suggested a sprung building option www.sprung.com
- Thames Sport and Education Trust support Option A but question appropriateness of scope; including justification of non-core facilities ; initial capital cost, ongoing operational cost; and additional funding streams to lessen ratepayer impact
- Make the pool 50m with spas and saunas

- Position at the Northern End of Thames so more accessible to other district ratepayers
 - Suggested Burke St site. Moanatairi School support this site
 - Staggered user pays system
 - Transition Town Thames - use sustainable systems eg water reduction technologies, renewable/solar electricity generation plus 1
 - TUGPRA funding should have been used
 - Thames Rugby and Sports Club Users Group support Option A.
 - One submitter queried whether council have considered the amount of accidents caused by hydroslides and needing two staff to operate it - meaning more expenditure.
 - Thames Hospital physiotherapy team support a hydrotherapy pool at a new aquatic centre
 - Option B is the only one Thames can afford and will not attract outside visitors
 - Support Option A on the Totara/Kopu side of town n; possibly Denby Field
 - Concerned about low lying build and future coastal hazards
 - Work into Rhodes Park grandstand rebuild
 - Ngāti Tamaterā support closure of current swimming pool and recognition of the area as a Ngāti Maru urupā.
 - No business case for a subregional facility including sustainability or financial commitment from other districts that would use it.
8. TCB support Option A to meet the needs of the broader community; due to the close geographical proximity to Auckland, Hamilton, Tauranga and Hauraki, and the identification of Thames being an ideal site in the Sport Waikato report of November 2017.
9. Sport Waikato support investigation of a sub-regional aquatic facility to replace the current Thames Centennial Pool in a new location in 2021/22-2023/24 at \$21m (capex) and \$77.6m (opex). Supports the investigation of subregional and partner concepts for this facility in line with the recommendations of the Regional Sports Facilities Plan.

Analysis

There is strong support across the district for an increased level of service for swimming in more areas than just Thames. The current pool grants can be considered by staff to look to increase the level of services provided in each board area as part of a larger pools investigation.

Thames is the only board area suitable for a sub-regional facility as it central and accessible to the Thames-Coromandel district as well as neighbouring districts. This means it would be eligible for external grant funds and possibly support from neighbouring councils if it is district funded. If the pool is only locally funded it will not meet a level of service high enough to be considered a sub-regional facility and therefore not eligible for other funding sources. The replacement costs for the Thames pool in Options B and C are both prohibitive for Thames ratepayers and effort needs to be made by staff to reduce the rating impact of the pool through lower capital costs or by identifying alternative funding sources to rates.

The Thames pool is due for replacement within ten years and also must move from its current site. Further investigation into the options of both sub-regional and like for like replacement as well as suitable locations is required. Consultation would be undertaken following more detailed investigations and details being available.

Strong support was expressed for a Council provided pool in Whitianga, and some support

also noted for a Council provided pool in Whangamata. This would be a significant new level of service in each area requiring dedicated consultation. Staff consider that investigation into how Council can best support swimming facilities in these two towns needs to be undertaken as part of the district wide view of what need there is around swimming facilities. However, given the existing pools in both towns and community organisations established to run these, staff think that Council should seek to support the existing community facility, locally funded, to a greater level, than to establish new facilities which Council would be required to run.

Recommendation

That over the next two years Council continue investigations into a replacement of the Thames Centennial Pool and more broadly consider delivery and funding for public pool facilities in other parts of the district, looking at the following scenarios:

- A district funded sub-regional aquatic facility as proposed
- A sub-regional aquatic facility with majority funding from Thames, and lower funding levels from other ward areas
- Council considers further support for the existing Whitianga community pool
- Council considers further support for the existing Whangamata community pool

7.2 Harbour Facility Fees

- Three submitters suggest there should only be a common charge when all harbour and boat ramps are improved to a standard that warrants it.
- Three submitters suggested that the administration costs of collecting the embarkment and disembarkment would outweigh any benefit and that a districtwide launching permit that can be purchased online would be preferable. Monitoring of this system would be simpler with someone to occasionally check at boat ramp that the registrations are on the database.
- One submitter suggests that we remove all boat ramp fees that those who are nonresident ratepayers receive very little value from their rates and then have to pay more to use the boat ramp.
- One submitter suggested that we do not charge commercial vessels for the use of our facilities given the important role they play in the economy of the area.
- One submitters suggest that we change the Coromandel Harbour passenger fees but that the rest of the fees remain the same until a District Harbour review is completed.
- The Mercury Bay Community Board requests a review of the fees and charges in relation to commercial activities undertaken using Council assets. That the current increase to fees and charges is only to keep up with inflation and should reflect the value of the asset and the return that should be received from commercial users.
- One submitter suggests we increase the annual boat launching permit to \$100 per year and have one day permits at least \$5 to cover the maintenance and staff costs associated with the assets.
- One submitter suggests that there should be a one of permit that enables the use of all facilities in the district.
- Two submitters suggested that harbour facilities should be entirely user pays and that the ratepayers should not be paying the balance of this cost.
- Ngāti Tamaterā Treaty Settlement Trust request that Council and Ngāti Tamaterā agree on a mix of public/private benefit in respect to Ngāti Tamaterā Treaty settlement land and facilities that have an encumbrance of public access and use.
- One submitter requested that harbour facilities fees and charges be set by community boards.

- The Thames Coromandel Charter Boat Association suggests that the passenger fee unfairly targets charters as the ferries continue to only pay one charge when they bring in passengers from Auckland and drop them to Coromandel then take passengers from Coromandel and drop them to Auckland, whereas the charters are charged twice for the same passengers.
- The Thames Coromandel Charter Boat Association suggests that the Coromandel Harbour Facilities should be district funded given an increasing amount of the passengers use the blue highway to access other parts of the district.

Analysis:

Council has proposed to align community facility fees, including harbour facility fees, across the district where the service is similar in order to simplify interaction with those facilities for the customer. The Revenue and Financing Policy identifies that up to 33% of the revenue for community facilities will come from user fees; this reflects both the principle that those residents and ratepayers who actually benefit from a facility should pay more for that benefit than those to whom the facility is available but do not use it, and the reality that the true user cost of operating community facilities is far higher than what residents and ratepayers would be willing to pay to use it. Not all users of the facilities are Thames-Coromandel district ratepayers, or ratepayers in the Community Board that funds the given facility. As such, all users of these facilities are expected to pay. Without user fees being charged the local rates required for these facilities would increase.

The proposed change to \$80 for an annual permit or \$10 for a daily permit for recreational boat launching was a middle ground between lower costs on the east coast and higher costs in Coromandel-Colville. Community Boards and Council are able to consider different costs for these permits if they wish, such as the \$100 annual permit and the \$5 daily permit recommended in submissions.

Currently the collecting of passenger fees is done through the checking of passenger logs of the vessel to determine the cost required, therefore there is not additional administration required on what we are already doing. The proposed embarking/disembarking method of calculating passenger fees is intended to remove the current disparity between the ferry operator and charter boats where the ferry has been paying \$2 per passenger whereas the charter boat operators have paid only \$1 per passenger.

Staff are currently investigating whether district wide permits for harbour facilities are feasible within a locally funded model, and what harbour facilities should be to best reflect actual use, the impact of different types of user and the cost of different services provided. This will inform the setting of fees and charges for harbour facilities as part of the 2019/20 Annual Plan.

Council will undertake conversations with Ngāti Tamaterā and other Hauraki iwi regarding co-governance arrangements in respect Treaty settlement to determine fees and charges levels and how revenue from these facilities will be allocated.

Recommendation:

Council proceed with setting harbour facility fees as proposed.

That Council undertake conversations directly with Ngāti Tamaterā and other Hauraki iwi on fees and charges levels from Treaty settlement co-governed reserves and facilities, and how revenue from these facilities will be allocated.

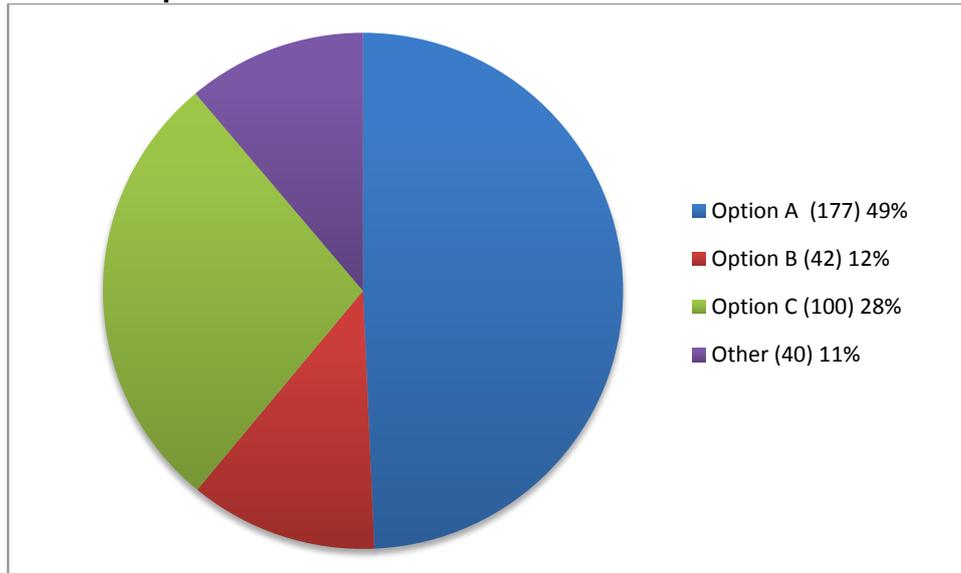
7.3 Road maintenance

Council consulted on 24 Council owned roads in the district which, for either the whole road or a part, we do not currently maintain. This has put the responsibility for the maintenance of these roads on to the ratepayers who use them most. Public access to these roads needs to be provided so they need to be maintained to a safe standard to avoid unreasonable risk to all users.

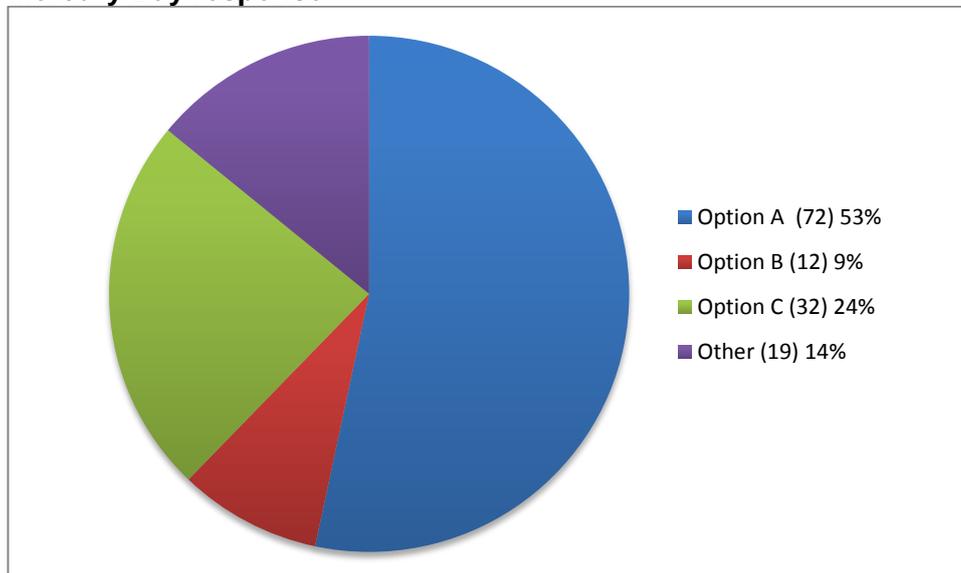
The options were:

- A. Structures only** - We will upgrade and maintain all structure son Council owned roads over years 1 to 4. This includes bridges, fords, retaining walls, culverts and the like. This will improve the integrity and safety of structures on 24 currently unmaintained roads. Upgrade cost of \$3.7 million. The total cost of these upgrades and future maintenance requires \$15.05 each year per ratepayer across the life of the asset.
- B. Low standard of maintenance** - We will upgrade and maintain Council owned roads, and where appropriate provide a lower standard of road than other roads in the district. This will be across the 10 years of the Plan. This will improve the integrity and safety of all 24 roads, including upgrading structures, minimal widening and improved surfaces. Upgrade cost of \$11.8 million. The total cost of these upgrades and future maintenance requires \$61.05 each year per ratepayer across the life of the asset.
- C. Higher quality which meets NZTA funding standards** - We will maintain Council owned roads to a standard which will attract on-going NZTA maintenance subsidy. This will be across the 10 years of the Plan. The integrity and safety of all 24 currently unmaintained Council roads will be greatly improved, including upgrades to all structures, additional widening and a more even surface resulting in a smoother ride. Upgrade cost of \$16.7 million. The total cost of these upgrades and future maintenance requires \$54.40 each year per ratepayer across the life of the asset.

District response



Mercury Bay response



Recommendation

Does the Community Board wish to make a recommendation to the Council on this matter?

7.4 Wentworth Valley Road

As part of the 2015-2025 Long Term plan Council consulted on the seal extension of the Wentworth Valley Road and providing a formed walkway and cycleway on the valley road. After undertaking a business case for the project, we proposed to only undertake the seal extension and not the walkway and cycle way. The road is currently narrow and metal for most of its length. Sealing the total length of 3.2km is proposed.

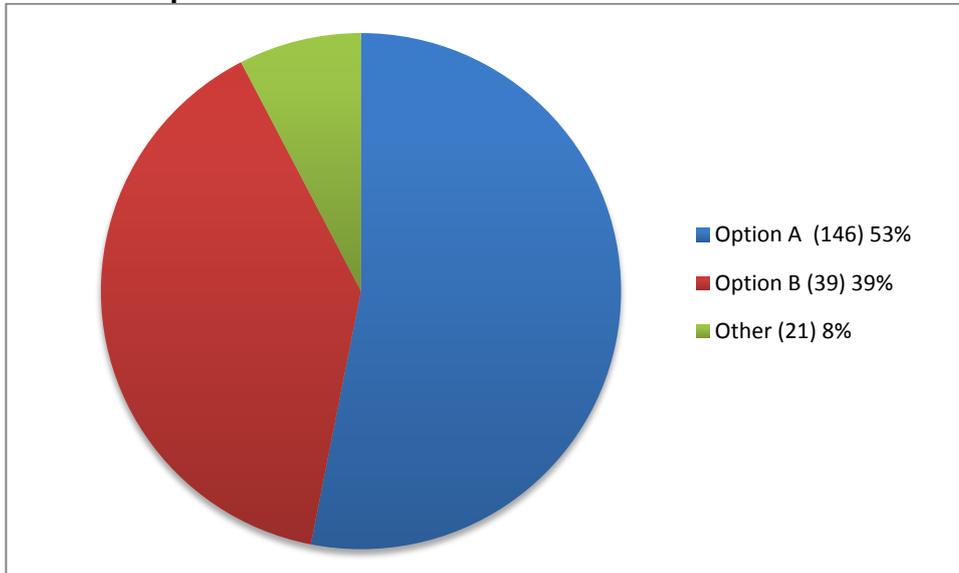
The options were:

- A.** Complete sealing of Wentworth Valley Road (a total additional sealed area of 3.2km). This seal extension is an increased level of service replacing a gravel surface with asphalt resulting in a smoother ride. A cost of \$1.3 million, requires \$4 each per

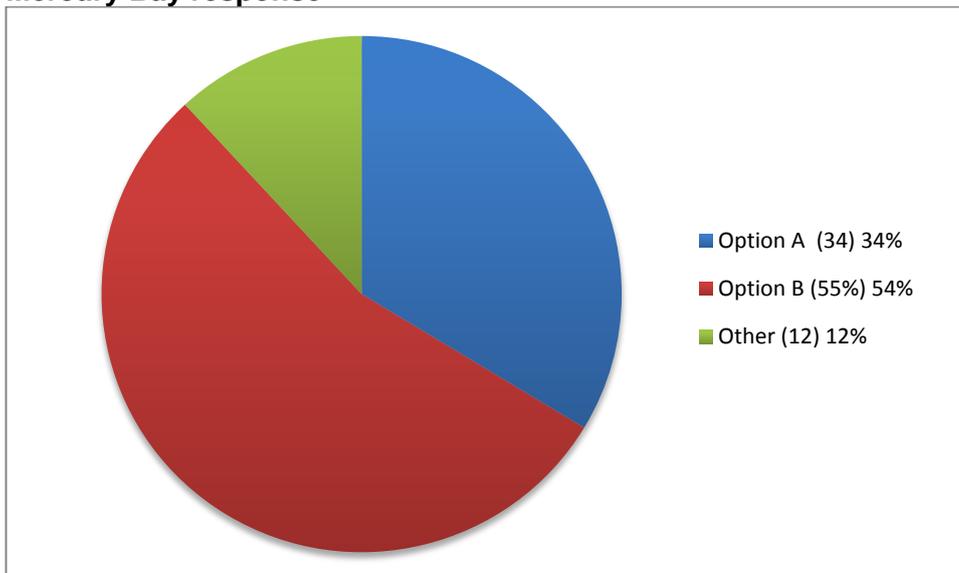
ratepayer across the life of the asset.

- B. Do not seal the remaining 3.2km. No change the road remains a gravel surface. No cost implication.

District Response



Mercury Bay response



Recommendation

Does the Community Board wish to make a recommendation to the Council on this matter?

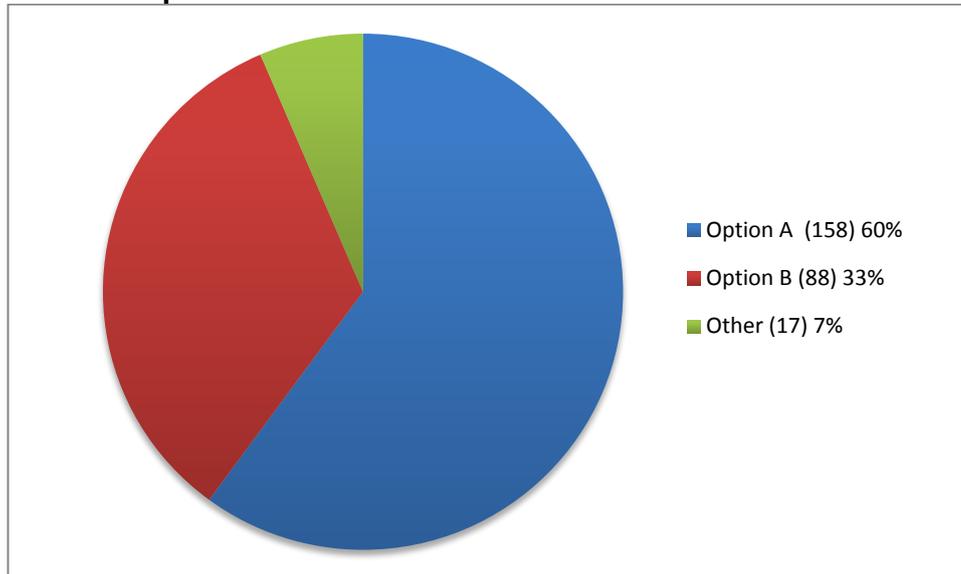
7.5 Pottery Lane Extension

Traffic to and through Coromandel Town is stilted over busy periods, and with visitor and ratepayer numbers set to increase, relieving this congestion and redirecting traffic where possible is becoming more important. A proposed extension of Pottery Lane to 255 Kapanga Road will reduce the number of service vehicles stopping on Kapanga Road which will relieve congestion from commercial traffic. The extension would be undertaken in years 2 to 4 of this Long Term Plan.

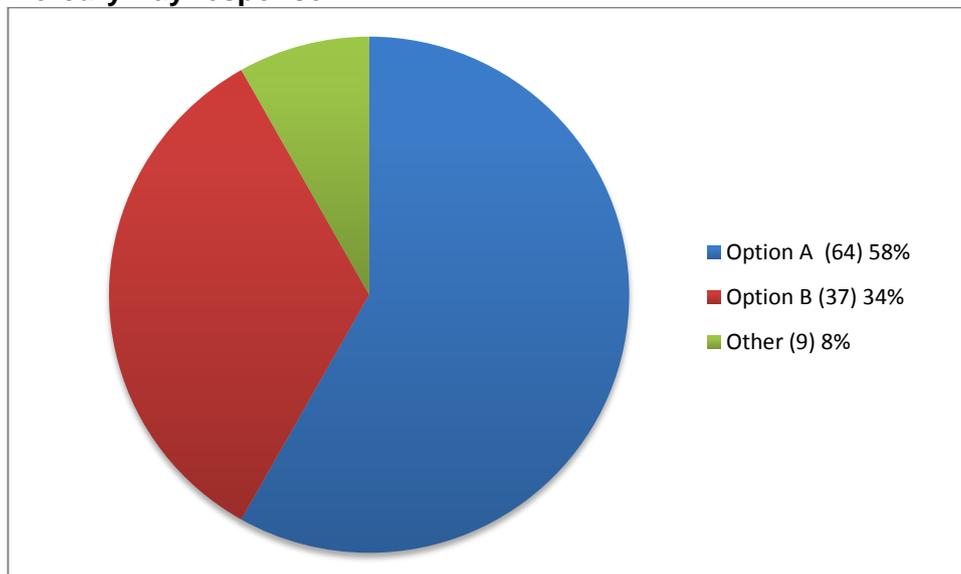
The options were:

- A. Complete Pottery Lane Extension in Coromandel Town over three years. Residents, ratepayers and visitors will see the benefit of reduced congestion in Kapanga Road. Costs \$2.2 million, requires \$7 each year per ratepayer across the life of the asset.
- B. Do not undertake the extension project. No change in traffic flow which will remain congested over peak times. No cost implications.

District response



Mercury Bay response



Recommendation

Does the Community Board wish to make a recommendation to the Council on this matter?

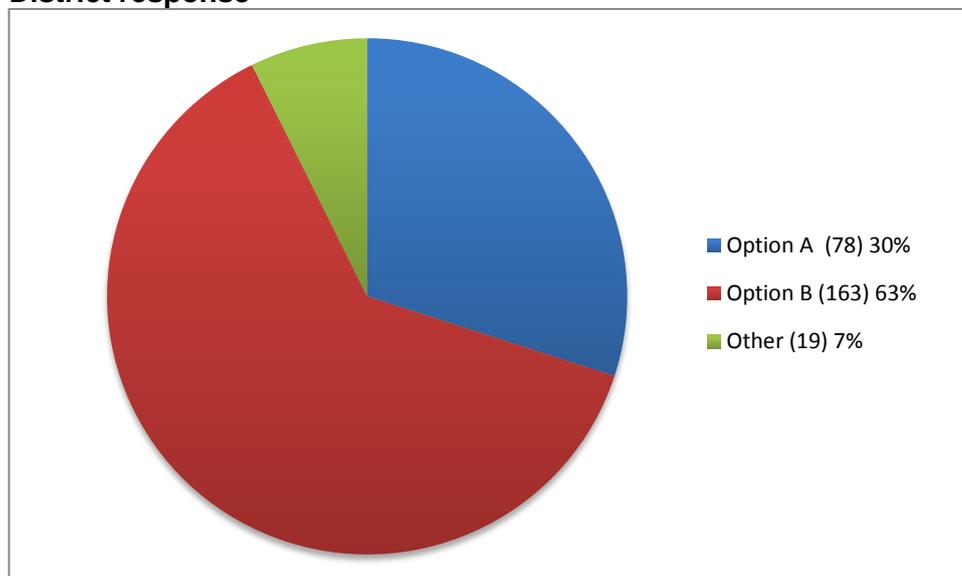
7.6 Totara Valley

Our new District Plan promotes development in the Totara Valley in Thames, Growth in this area will be good for Thames and good for the district. To help support and encourage development to occur in this area, we are proposing to get ahead of the development and provide key infrastructure like road sealing, wastewater, water

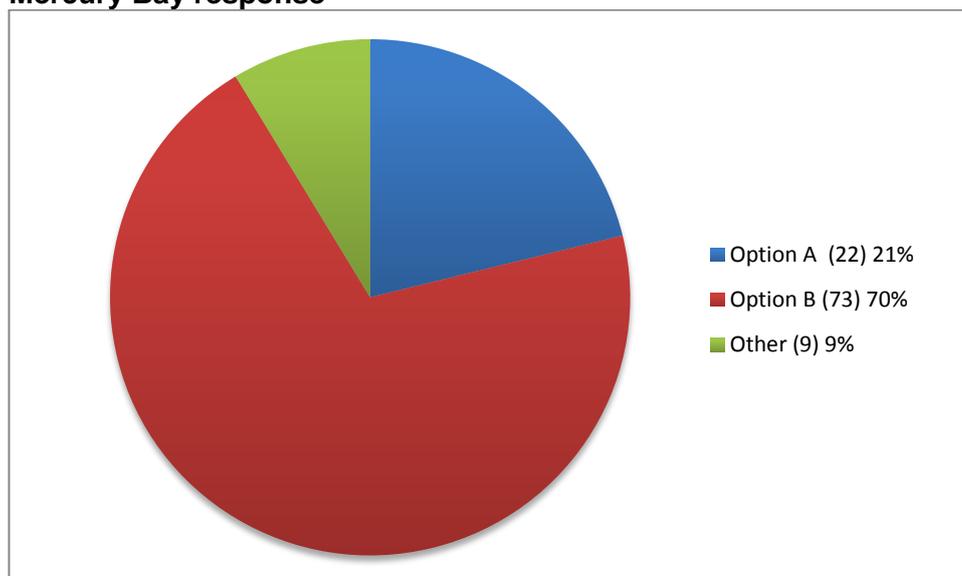
supply and stormwater infrastructure. This reflects our direction to support likely development in desirable locations by ensuring services are available for developers.

- A. Extended wastewater, roading, water supply and stormwater services up the Totara Valley Road to facilitate development in that area in years 1 to 3. Resident sand ratepayers on Totara Valley Road will get access to improved roading, as well as enhanced Council wastewater, water supply and stormwater systems. New Residents and ratepayers will have access to these services from the start of the development period instead of being connected at a later date. Cost \$2.8 million, requires \$10 each year per ratepayer across the life of the assets.
- B. Do not extend these services until development is consented and seek contributions to total cost of these service extensions as part of the developments. No change to current levels of service. No cost implications. Any future costs to ratepayer to be determined as and when service extensions required.

District response



Mercury Bay response



Recommendation

Does the Community Board wish to make a recommendation to the Council on this matter?

7.7 Economic Development rate

We proposed to remove the economic development rate from commercial and industrial properties. The removal of the economic development rate is based on the change in direction we are undertaking in our economic development activity. The focus of our economic development is now almost exclusively on facilitating engagement with business and developers in the district. This is a change from funding the anchor projects previously identified by Council as those projects were seen as providing a direct benefit to Coromandel businesses by fostering the visitor industry.

With this change in focus, we don't think a targeted rate on commercial and industrial properties to support economic development in the district is necessary as our new 'connect the dots' type approach requires significantly less funding and is accessible to all ratepayers who wish to engage with us.

The options were:

- A. Commercial and industrial ratepayers will no longer pay \$8.35 per \$10,000 of improvement value. For example, a property with \$1 million improvement value currently pays \$835 on this rate. All rateable properties, including commercial and industrial ratepayers, will pay \$22 each year as part of the general rate.
- B. Current rating of commercial and industrial ratepayers for \$8.35 per \$10,000 of improvement value continues with no increase for all rateable properties.

	District response		Mercury Bay	
	Number	Percentage	Number	Percentage
Option A	109	40%	41	36%
Option B	151	55%	65	57%
Other	15	5%	9	5%

Recommendation

Does the Community Board wish to make a recommendation to the Council on this matter?

7.8 Uniform Annual General Rate (UAGC)

The Council considers that many of its services provide the same or similar level of benefit to all ratepayers regardless of a ratepayer's location in the district, the size of the property and/or value of the property. The best match for funding services that benefit all ratepayers in an equal manner is a uniform rate where all ratepayers pay exactly the same amount.

The legislation about rating allows councils to charge 30% of the total rating revenue from rates set on a uniform basis. The water and sewerage rates are exempt from this calculation.

The Council proposes to increase the amount of rating collected from the Uniform Annual General Charge (UAGC) and reduce the amount collected from the land valued based rating for the general rate. The overall increase in uniform rates will be

set to reach the 30% limit. In general this means that properties with lower land values will pay a bigger contribution on rates where land value was previously used.

The options were:

- A. The Uniform Annual General Charge, the fixed part of the general rate, will be at a higher level than previous years and this means lower value properties will pay a higher proportion of total rates. The impact is different for every rateable property.
- B. Uniform rates are not maximised and the UAGC is set at a similar level to previous years (showing a small increase to reflect the higher total rates required).

	District response		Mercury Bay	
	Number	Percentage	Number	Percentage
Option A	132	47%	54	46%
Option B	133	47%	56	47%
Other	18	6%	8	7%

Recommendation

Does the Community Board wish to make a recommendation to the Council on this matter?

7.9 Rates Remission for second dwellings

131 ratepayers in the district currently have been granted a rate remission for a second dwelling on their property through our Rate Remissions Policy. A second dwelling is defined as being more than 50sqm with its own kitchen which can be used independently of the main dwelling. Second dwellings are often used by tenants, paying visitors, family or friends and usually attract rates associated with their impact on Council services. In the past ratepayers that can show that these dwellings will not be used for payment have been able to apply for a remission. We propose to remove this remission on the basis that the use of these second dwellings regardless of who is using them has an impact on Council services and the applicable ratepayers need to pay for this impact. Otherwise everyone is helping to pick up the extra cost. The total value of the remitted rates is approximately \$230,000 per year. The value to the individual ratepayer receiving the remission is dependent on the services they receive and their location.

The options were:

- A. Remove the rates remission for properties with a second dwelling which is not rented for payment. This will increase rates for the 131 current remitted properties by between \$710 and \$2,006 and reduce the overall rating impact by approximately \$230,000.
- B. Do not remove the rates remission for properties with a second dwelling which is not rented for payment. No change to the current rating for all ratepayers in the district as a result.

	District response		Mercury Bay	
	Number	Percentage	Number	Percentage
Option A	186	59%	74	59%
Option B	115	37%	43	34%
Other	14	4%	8	6%

Recommendation

Does the Community Board wish to make a recommendation to the Council on this matter?

7.10 Large bed and breakfasts

Our last proposal is to return Bed and Breakfast accommodation providers with four or more bedrooms available for rent to the residential category. The ratepayers were classified as commercial as part of the 2015-2025 Long Term Plan. The major difference in rating for a commercial ratepayer and a residential ratepayer has been the Economic Development rate and higher wastewater rates. The scale of Bed and Breakfast businesses across the district varies and this means the commercial wastewater rate is not always appropriate. Without the Economic Development rate we think it is best to return the large bed and breakfast businesses back to the residential rating category.

The options were:

- A. Move B&B providers with 4 or more beds to residential ratepayers (affects 8 properties).
- B. Retain B&B properties with 4 or more beds as commercial ratepayers.

	District response		Mercury Bay	
	Number	Percentage	Number	Percentage
Option A	151	53%	58	48%
Option B	117	41%	52	43%
Other	16	6%	10	8%

Recommendation

Does the Community Board wish to make a recommendation to the Council on this matter?

7.11 Resource Consenting fees

The Resource Management Act requires that we specifically consult on any changes to resource consenting fees. Small changes to reflect inflation and the actual cost of consent processing are proposed.

	District response		Mercury Bay	
	Number	Percentage	Number	Percentage
Support	156	63%	65	60%
Oppose	72	29%	37	34%
Other	18	7%	6	6%

Recommendation

Does the Community Board wish to make a recommendation to the Council on this matter?

5 Suggested Resolution(s)

That the Mercury Bay Community Board:

1. Receives the Mercury Bay Community Board Long Term Plan 2018-28 Deliberations' report.
2. Approves/declines/amends the staff recommendations contained in this report to be the Mercury Bay Community Board recommendations to Council.

Parks and Reserves	<p>That the Hot Water Beach Main toilet cleaning service be increased to four times a day during peak period (2 extra a day) at a cost of \$9,225 per annum more than current LOS (\$1.15 rating impact per year)</p> <p>That the Cooks Beach Hoggin Path project does not proceed as proposed; but that a budget of \$5,000 in 2018/19 and a construction budget of \$60,000 in 2019/20 be created for a Cooks Beach mulch pathway.</p> <p>That Mercury Bay Parks and Reserves minor works budgets are increased to \$140,000 for each year of the Long Term Plan, inflated annually.</p> <p>That the Mercury Bay Skate Park funding be retained as proposed in the LTP with a split in the feasibility budget bringing forward \$10,000 to 2018/19 and retaining \$13,000 in 2019/20 and \$433,000 in 2020/21.</p> <p>That the Security Plan for Whitianga Town Centre project be reinstated, with \$10,000 in 2019/20 and \$150,000 in 2020/21 with a rating impact of \$0.13 in 2019/20 and \$1.88 in 2020/21.</p> <p>Recommend that a reduced construction budget of \$1.1 million for the Purangi Upper Walkway be included in 2026/27 and that a feasibility budget of \$51,000 be included in 2023/24.</p> <p>That the feasibility study on the proposed Taputapuatea Walkway and Footbridge project proceed in 2018/19</p>
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	<p>including consultation with submitters, stakeholders and interested parties. That the Board confirm whether to proceed with the Taputapuatea project as part of the 2019/20 Annual Plan process.</p> <p>That the Mercury Bay Sports Park total budget be retained but bring forward \$10,000 from 2019/20 to 2018/19; so that the budget spread becomes \$10,000 in 2018/19; \$13,000 in 2019/20 and \$433,000 in 2020/21.</p> <p>Recommend that a \$10,000 feasibility budget be included in the 2020/21 year to determine route and consult with affected and interested parties for the proposed Robinson Rd to SH Hoggin Path. Recommend that there is a corresponding reduction in the construction budget in 2021/22 from \$108,000 to \$98,000 to accommodate this.</p> <p>Recommend that an operational budget of \$30,000 for all of Mercury Bay Area be provided on an annual basis for the removal of wilding pines.</p> <p>That the Community Manager work with the Hot Water Beach Ratepayers Association and community and input into the Reserve Management Plan review to determine the need, location and cost of an additional play area and two community barbecues at Hot Water Beach; and that the outcome of this be considered by the Mercury Bay Community Board as part of the Annual Plan 2019/20 process.</p> <p>That the timeline and budget for the proposed Wigmore Stream Walkway and Bridge (\$235,000 in 2023/24) be retained for this project in line with MCB recommendations.</p>
<p>Harbour Facilities</p>	<p>That the Whitianga Boat Ramp reclamation budget be retained and that Council direct staff to undertake early engagement with interested parties on the project.</p>
<p>Public Conveniences</p>	<p>That the budget for the proposed Flaxmill Bay Toilets Water Bore project (\$62,000 in 2025/26) be brought forward to Year 2 of the LTP (\$62,000 in 2019/20).</p> <p>That \$70,000 be provided in 2019/20 for the establishment of a dry vault single pan public convenience at Otama Beach and that officers work with the submitters and local community to determine the most appropriate location.</p>
<p>Local Grants</p>	<p>That the budget for the Hahei Community Library and Ferry Landing Library be retained at current levels, adjusted for inflation for a further three years.</p> <p>That funding of the Mercury Bay Community Patrol be granted at \$7,200 for the next three years of the plan.</p>

	<p>That Mercury Bay Community Swimming Pool Trust receives an additional \$30,000 per annum (\$70,000 total per annum) to cover extending of the Mercury Bay Community Pool's opening hours.</p> <p>That the Mercury Bay Community Board confirms the current level and cost of service associated with provision and maintenance of pedestrian facilities; or alternatively advises any changes it wishes to make to its current priority list.</p>
<p>Sub-regional Pool Proposal</p>	<p>That over the next two years Council continue investigations into a replacement of the Thames Centennial Pool and more broadly consider delivery and funding for public pool facilities in other parts of the district, looking at the following scenarios:</p> <ul style="list-style-type: none"> • A district funded sub-regional aquatic facility as proposed • A sub-regional aquatic facility with majority funding from Thames, and lower funding levels from other ward areas • Council considers further support for the existing Whitianga community pool • Council considers further support for the existing Whangamata community pool
<p>Harbour Fees proposal</p>	<p>Council proceed with setting harbour facility fees as proposed.</p> <p>That Council undertake conversations directly with Ngāti Tamaterā and other Hauraki iwi on fees and charges levels from Treaty settlement co-governed reserves and facilities, and how revenue from these facilities will be allocated.</p>

References-Tabled/Agenda Attachments

Attachment A *Mercury Bay Footpath Priorities*

road_name	Footpath on 1 side already?	start_name	end_name	Path length (m)	Total Estimated Cost (\$)	Priority	Possible cost to TCDC (\$)	Possible NZTA Subsidy (53%) (\$)	Comments	Eligible for subsidy as Minor Safety project?
BLACKSMITH LANE	Yes	ALBERT ST	VICTORIA ST	80	\$ 12,000.00					
Hot Water Beach Rd Footbridge		Relocate footbridge to downstream side of vehicle bridge			\$ 40,000					
SH25 WHAREKAHO	No	Harbour lights Tce	Wharekaho							
MATARANGI DRIVE	No	FERNHILL RISE	WAIMARIE AVENUE	581	67,131	very high	67,131	0		Yes
SH25 KUAOTUNU	No	BLUFF ROAD	BOAT RAMP	643	344,000	very high	161,680	182,320		
SH25 KUAOTUNU	No	END EXISTING PATH	KAWHERO ST	220	56,100	very high	26,367	29,733		
SH25 KUAOTUNU	No	KAWHERO ST	BOAT RAMP	536	280,500	very high	131,835	148,665		
SH25 KUAOTUNU	No	END EXISTING PATH	KAWHERO ST	800	204,000		95,880	108,120		
MATARANGI DRIVE	No	KENWOOD PLACE	FERNHILL RISE	324	45,150	very high	21,221	23,930		Yes
HAHEI BEACH ROAD	No	EMMERDALE DRIVE	PA ROAD	50	18,750	medium	8,813	9,938		Yes
PYE PLACE	No	RADAR ROAD	END	572	145,860	low				Yes
PA ROAD	No	End of Existing	Wigmore Crescent	300	76,500					Yes
PA ROAD	No	WIGMORE CRESCENT	CHRISTINE TERRACE	202	75,750	low				Yes
HAHEI BEACH ROAD	No	DAWN AVENUE	HARSANT AVENUE	185	69,375	high	32,606	36,769		Yes
HAHEI BEACH ROAD	No	HARSANT AVENUE	END	77	28,875	high	13,571	15,304		Yes
MARY STREET (WHIT)	No	OWEN STREET	CAMPBELL STREET	64	24,000	very high	24,000	0		Yes
OYSTER DRIVE	No	CAPTAIN COOK ROAD NORTH	CAPTAIN COOK ROAD	896	228,480	low				Yes

road_name	Footpath on 1 side already?	start_name	end_name	Path length (m)	Total Estimated Cost (\$)	Priority	Possible cost to TCDC (\$)	Possible NZTA Subsidy (53%) (\$)	Comments	Eligible for subsidy as Minor Safety project?
BLACK JACK ROAD	No	SH 25	SEAL ENDS	641	240,375	low				Yes
PA ROAD	No	CHRISTINE TERRACE	MARGARET PLACE	155	58,125	low				Yes
JOAN GASKELL DRIVE	Yes	End of Existing on Joan Gaskell Drive	End of existing on Cook Drive	230	58,650					Yes
JOAN GASKELL DRIVE	Yes	Connection to footpath on Kupe drive side of road from outside firestation	Existing footpath Kupe Drive side		5,000					
BLACK JACK ROAD	No	SEAL STARTS	SKIPPERS ROAD	399	149,625	low				Yes
TANGIORA	No	End of Existing	MCMAHON S AVENUE	680	255,000	medium	119,850	135,150		Yes
MANGAKAHIA DRIVE	No	TANGIORA AVENUE	MCMAHON S AVENUE	60	22,500	low				Yes
MANGAKAHIA DRIVE	No	MCMAHONS AVENUE	END	608	228,000	low				Yes
PA ROAD	No	MARGARET PLACE	FLORENCE PLACE	62	23,250	low				Yes
MARINE PARADE	No	BANKS STREET	RIVAS AVENUE	767	287,625	low				Yes
MARINE PARADE	No	RIVAS AVENUE	RIVERVIE W ROAD	424	159,000	low				Yes
BANKS STREET (CB)	No	REES AVENUE	MARINE PARADE	217	81,375	low				Yes
BANKS STREET (CB)	No	MARINE PARADE	CAPTAIN COOK ROAD	363	136,125	high	63,979	72,146		Yes
BLACK JACK ROAD	No	SKIPPERS ROAD	CALDER PLACE	730	273,750	low				Yes
BLACK JACK ROAD	No	CALDER PLACE	STEWARTS BRIDGE	346	129,750	low				Yes

road_name	Footpath on 1 side already?	start_name	end_name	Path length (m)	Total Estimated Cost (\$)	Priority	Possible cost to TCDC (\$)	Possible NZTA Subsidy (53%) (\$)	Comments	Eligible for subsidy as Minor Safety project?
MCMAHON AVENUE (WHA)	No	TANGIORA AVENUE	TE PUNGA RD	360	135,000	low				Yes
WIGMORE CRESCENT	No	PA ROAD	END	385	144,375	low				Yes
BONGARD ROAD	No	SH 25	END	83	21,165	low				Yes
PA ROAD	No	FLORENCE PLACE	END	75	28,125	low				Yes
OPITO BAY ROAD	No	BLACKJACK ROAD	MATAPAU BAY ROAD	140	52,500	low				Yes
OPITO BAY	No	MATAPAU BAY	MOORE	665	261,375	low				Yes
HAHEI BEACH ROAD		URBAN BOUNDARY	EMMERDA LE DRIVE	92	34,500	low				Yes
LEAH ROAD	No	SH 25	JOSEPH ROAD	170	63,750	low				Yes
TARAPATIKI DRIVE	No	SEAL JOIN	TARAPATIKI DR ROUNDABOUT	240	61,200	low				Yes
TARAPATIKI DRIVE	No	RIMU ST/AT ROCK PILLAR EN	SEAL JOIN	1000	255,000	very low				Yes
RIVERVIEW ROAD (CB)		REES ROAD	RIVAS AVENUE	570	213,750	low				Yes
RIVERVIEW ROAD (CB)		RIVAS AVENUE	MARINE PARADE	443	166,125	low				Yes
RACECOURSE ROAD/SH25	No	COOK DRIVE	SEAL ENDS	397	148,875	low				Yes
ANNETTE PLACE	No	ROAD DIVERGES-ANNETTE PL	CUL DE SAC	35	8,925	low				Yes
TIRONUI PLACE	No	TARAPATIKI DR ROUNDABOUT	TIRONUI PL ISLAND	167	42,585	very low				Yes
HARSANT AVENUE	No	HAHEI BEACH ROAD	JOHN SPEAR	328	123,000	low				Yes
BLUFF ROAD	No	SEAL STARTS	SEAL ENDS	605	226,875	low				Yes

road_name	Footpath on 1 side already?	start_name	end_name	Path length (m)	Total Estimated Cost (\$)	Priority	Possible cost to TCDC (\$)	Possible NZTA Subsidy (53%) (\$)	Comments	Eligible for subsidy as Minor Safety project?
BLUFF ROAD	No	SH25	SEAL ENDS	730	186,150	low				Yes
DAWN AVENUE	No	HAHEI BEACH ROAD	ROBYN PLACE	186	69,750	low				Yes
ISABELLA STREET	No	OWEN STREET	CAMPBELL STREET	66	24,750	very high	11,633	13,118		Yes
KAWHERO DRIVE	No	KAWHERO ROUNDABOUT	KAWHERO ROUNDABOUT	470	119,850	low				Yes
PANORAMA AVENUE	No	PURANGI ROAD	END	260	97,500	low				Yes
KAWHERO DRIVE	No	STATE HIGHWAY 25	KAWHERO ROUNDABOUT	130	33,150	low				Yes
KAWHERO ROUNDABOUT	No	KAWHERO DRIVE	KAWHERO DRIVE	90	33,750	low				Yes
KAWAKAWA ROAD	No	SH 25	WAI-ITI TERRACE	106	27,030	low				Yes
DAWN AVENUE	No	ROBYN AVENUE	JOHN SPEAR	146	54,750	low				Yes
PATRICIA PLACE	No	GRANGE ROAD	END	132	33,660	low				Yes
CHRISTINE TERRACE	No	PA ROAD	END OF CUL DE SAC	137	34,935	low				Yes
HADDON CRESCENT	No	SH 25	END	218	55,590	low				Yes
HARDY PLACE	No	CAPTAIN COOK ROAD	ROAD DIVERGES	135	50,625	low				Yes
HICKS PLACE	No	CAPTAIN COOK ROAD	ROAD DIVERGES	97	36,375	low				Yes
MARGARET PLACE (HAH)	No	PA ROAD	END	79	29,625	low				Yes
LEAH ROAD	No	JOSEPH ROAD	END	41	15,375	low				Yes
GOLF ROAD	No	SH 25	END	146	54,750	very low				Yes
LAURA PLACE	No	SARAH AVENUE	END	64	16,320	very low				Yes

road_name	Footpath on 1 side already?	start_name	end_name	Path length (m)	Total Estimated Cost (\$)	Priority	Possible cost to TCDC (\$)	Possible NZTA Subsidy (53%) (\$)	Comments	Eligible for subsidy as Minor Safety project?
BAY VIEW PLACE	No	PURANGI ROAD	END	103	38,625	low				Yes
SEAVILL PARK ROAD	No	BLUFF ROAD	END	194	72,750	low				Yes
ENDEAVOUR PLACE	No	CAPTAIN COOK ROAD	ROAD DIVERGES	96	36,000	low				Yes
HARDY PLACE	No	ROAD DIVERGES	END	159	40,545	low				Yes
RIVAS AVENUE	No	RIVERVIEW ROAD	MARINE PARADE	77	28,875	low				Yes
DAWN AVENUE	No	JOHN SPEAR	END	80	30,000	low				Yes
JOSEPH ROAD	No	START	LEAH ROAD	130	48,750	very low				Yes
WAI-ITI TERRACE	No	KAWAKAWA ROAD	END	90	22,950	very low				Yes
WHAREKAHO CRESCENT	No	SH 25	END	180	67,500	very low				Yes
OHUKA PLACE	No	TARAPATI KI DR ROUNDABOUT	OHUKA PLACE ISLAND	107	27,285	very low				Yes
CALDER PLACE	No	BLACKJACK ROAD	END	124	31,620	low				Yes
BRUCE STREET	No	MERCURY STREET	END	50	12,750	low				Yes
HILLDALE CRESCENT (RB)	No	SH 25	END	134	34,170	low				Yes
HARDY PLACE RIGHT	No	ROAD DIVERGES	END	136	51,000	low				Yes
HICKS PLACE	No	ROAD DIVERGES	END	54	20,250	low				Yes
HICKS PLACE RIGHT	No	ROAD DIVERGES	END	55	20,625	low				Yes
EMMA PLACE	No	HAHEI BEACH RD (5479)	END	101	37,875	low				Yes
FLORENCE PLACE (HAH)	No	PA ROAD	END	79	29,625	low				Yes

road_name	Footpath on 1 side already?	start_name	end_name	Path length (m)	Total Estimated Cost (\$)	Priority	Possible cost to TCDC (\$)	Possible NZTA Subsidy (53%) (\$)	Comments	Eligible for subsidy as Minor Safety project?
HARSANT AVENUE	No	JOHN SPEAR	END	67	25,125	low				Yes
JOHN SPEAR AVENUE	No	DAWN AVENUE	HARSANT AVENUE	118	44,250	low				Yes
MARGOT PLACE	No	HAHEI BEACH ROAD	END	113	28,815	low				Yes
ROBYN CRESCENT	No	DAWN AVENUE	END	240	90,000	low				Yes
GRAY AVENUE (RIN)	No	BLUFF ROAD	CUL DE SAC	186	47,430	low				Yes
MATAPAU BAY ROAD	No	OPITO BAY ROAD	END OF SEAL	177	66,375	low				Yes
JOSEPH ROAD	No	LEAH ROAD	END	118	44,250	very low				Yes
RIMU STREET	No	LANDEL PLACE	END	80	20,400	very low				Yes
WINIATA PLACE	No	SH 25	END	67	25,125	very low				Yes
ENDEAVOUR PLACE	No	ROAD DIVERGES	END	60	22,500	low				Yes
ENDEAVOUR PLACE RIGHT	No	ROAD DIVERGES	END	67	25,125	low				Yes
EMMERDALE DRIVE	No	HAHEI BEACH ROAD	END	150	38,250	low				Yes
MICHELLE LANE	No	RD REJOINS/START COBBLES	RD DIVERGES/ END COBBLES	110	28,050	low				Yes
LOGANS LANE	No	KAWHERO ROUNDABOUT	END OF ROAD	78	19,890	low				Yes
MOORE CRESCENT	No	OPITO BAY ROAD	END	115	29,325	low				Yes
AUSTIN DRIVE	No	AUSTIN DRIVE	RACECOURSE RD (1109 LS)	337	85,935	low				Yes
TRANSIT STREET	No	CAPTAIN COOK ROAD	END	73	27,375	low				Yes

road_name	Footpath on 1 side already?	start_name	end_name	Path length (m)	Total Estimated Cost (\$)	Priority	Possible cost to TCDC (\$)	Possible NZTA Subsidy (53%) (\$)	Comments	Eligible for subsidy as Minor Safety project?
CHOLMONDELEY CRESCENT EXTENSION	No	CHOLMONDELEY CRESCENT	END OF SUMP K&C LHS	50	18,750	high	8,813	9,938		No
BUFFALO BEACH ROAD	Yes	MARLIN STREET	TAUTAPUA TEA BRIDGE	350	89,250	very high	41,948	47,303		No
ALBERT STREET	Yes - LHS & RHS	CAMPBELL STREET	DUNDAS ST	360	91,800	very high	91,800	0		No
BUFFALO BEACH ROAD (SH25)	Yes - RHS	BRIDGE	BONGARD	200	51,000	very high	51,000	0		No
BUFFALO BEACH ROAD (SH25)	Yes - RHS	BONGARD	KAWAKAWA	250	63,750	very high	63,750	0		No
CAMPBELL STREET (WHI)	Yes - RHS	ISABELLA STREET	OWEN STREET	107	27,285	very high	27,285	0		No
COOK DRIVE SOUTH	Yes - RHS	PARK LANE	HALLIGAN ROAD	52	13,260	very high	6,232	7,028		No
COOK DRIVE SOUTH	Yes - RHS	HALLIGAN ROAD	JACKMAN AVENUE	431	109,905	very high	109,905	0		No
COOK DRIVE SOUTH	Yes - RHS	JACKMAN AVENUE	SURF STREET	116	29,580	very high	29,580	0		No
ISABELLA STREET	Yes - RHS	CAMPBELL STREET	COGHILL STREET	63	23,625	very high	23,625	0		No
OWEN STREET	Yes - LHS	SH 25	ISABELLA STREET	103	26,265	very high	26,265	0		No
OWEN STREET	Yes - LHS	ISABELLA STREET	MARY STREET	99	25,245	very high	25,245	0		No
OWEN STREET	Yes - LHS	VICTORIA STREET	SH 25	106	39,750	very high	39,750	0		No
CAPTAIN COOK ROAD	Yes - RHS	ROAD JOINS	BANKS STREET	136	51,000	high	51,000	0		No
CAPTAIN COOK ROAD	Yes - RHS	BANKS STREET	ENDEAVOUR PLACE	138	51,750	high	51,750	0		No
CAPTAIN COOK ROAD	Yes - RHS	ENDEAVOUR PLACE	TRANSIT STREET	169	63,375	high	63,375	0		No

road_name	Footpath on 1 side already?	start_name	end_name	Path length (m)	Total Estimated Cost (\$)	Priority	Possible cost to TCDC (\$)	Possible NZTA Subsidy (53%) (\$)	Comments	Eligible for subsidy as Minor Safety project?
CAPTAIN COOK ROAD	Yes - RHS	TRANSIT STREET	HICKS PLACE	128	48,000	high	48,000	0		No
CAPTAIN COOK ROAD	Yes - RHS	HICKS PLACE	OYSTER DRIVE	256	96,000	high	96,000	0		No
DUNDAS STREET NORTH	Yes	SH 25	ANNETTE PLACE	174	44,370	high	20,854	23,516		No
DUNDAS STREET NORTH	Yes	ANNETTE PLACE	COOK DRIVE	176	44,880	high	21,094	23,786		No
EYRE STREET	Yes - RHS	SCHOOL ROAD	SH 25	168	42,840	high	42,840	0		No
MARLIN STREET	Yes - LHS	SH 25	COOK DRIVE	122	31,110	high	31,110	0		No
CAPTAIN COOK ROAD	Yes - LHS	OYSTER DRIVE	HARDY PLACE	247	92,625	medium	92,625	0		No
CAPTAIN COOK ROAD	Yes - LHS	HARDY PLACE	ROAD WIDENS	127	47,625	medium	47,625	0		No
CAPTAIN COOK ROAD	Yes - LHS	ROAD WIDENS	OYSTER DRIVE	137	51,375	medium	51,375	0		No
CAPTAIN COOK ROAD	Yes - LHS	OYSTER DRIVE	RECREATION RESERVE	59	15,045	medium	15,045	0		No
CAPTAIN COOK ROAD RIGHT	No	ROAD DIVERGES	ROAD JOINS	189	70,875	medium	33,311	37,564		No
EYRE STREET	Yes - RHS	HANNAN STREET	SCHOOL ROAD	116	29,580	medium	29,580	0		No
PURANGI ROAD	No	HOMESTEAD LANE	SHAKESPEARES CLIFF	1348	505,500	medium	237,585	267,915		No
CHARLES GREEN DRIVE	Yes	ROAD DIVERGES	MARTIN PL	52	13,260	low				No
CHARLES GREEN DRIVE	Yes	MARTIN PL	MORCOM DRIVE	183	46,665	low				No
CHARLES GREEN DRIVE	Yes	MORCOM DRIVE RHS	ROAD JOINS	354	90,270	low				No
CHARLES GREEN DRIVE	Yes	ROAD JOINS	END OF CONSTRUCTION	96	24,480	low				No

road_name	Footpath on 1 side already?	start_name	end_name	Path length (m)	Total Estimated Cost (\$)	Priority	Possible cost to TCDC (\$)	Possible NZTA Subsidy (53%) (\$)	Comments	Eligible for subsidy as Minor Safety project?
MARTIN PL RIGHT	Yes - LHS	ROAD DIVERGES	ROAD REJOINS	27	6,885	low				No
MORCOM DRIVE RIGHT	Yes	UNNAMED LOOP RD NO.4	UNNAMED LOOP RD NO.4	85	31,875	low				No
MOTUKORURE PARADE	Yes	CHARLES GREEN DRIVE RIGHT	END OF STREET	83	21,165	low				No
GRIERSON CLOSE RIGHT	Yes-LHS	HAHEI BEACH ROAD	END	257	65,535	low				No
KOWHAI AVENUE	Yes	NEW EXTENSION	MATARANGI AVE	682	173,910	low				No
MATARANGI DRIVE	Yes	ROAD DIVERGES	ROAD REJOINS	33	8,415	low				No
MATARANGI DRIVE (AIRPORT)	Yes	MATARANGI DRIVE	SEAL ENDS	40	15,000	low				No
TOTARA PLACE RHS	Yes	ROAD DIVERGES	END OF ROAD	24	6,120	low				No
HARBOUR LIGHTS TERRACE	Yes	SH 25	ROAD WIDENS	116	29,580	low				No
HARBOUR LIGHTS TERRACE	Yes	ROAD WIDENS	END	149	37,995	low				No
PARK LANE	Yes	MAYFAIR CLOSE	END OF SEAL	11	2,805	low				No
PURANGI ROAD	Yes	URBAN BOUNDARY	BAY VIEW ROAD	1110	296,250	very low				No
MATARANGI DRIVE	No	CAUSEWAY	KENWOOD PLACE	224	57,120	very low				No
CAMPBELL STREET (WHI)	Yes-RHS	COOK DRIVE	END	126	47,250	very low				No
WHITE STREET	Yes	SH 25	COOK DRIVE	456	116,280	very low				No
					11,091,371					

Appendix A - Mercury Bay Footpath Priorities

Order Paper

road_name	Footpath on 1 side already?	start_name	end_name	Path length (m)	Total Estimated Cost (\$)	Priority	Possible cost to TCDC (\$)	Possible NZTA Subsidy (53%) (\$)	Comments	Eligible for subsidy as Minor Safety project?
PUKA CRESCENT	No	KOWHAI AVE	END OF ROAD	226	84,750	low				No
ANNETTE PLACE	Yes-RHS	DUNDAS STREET	ROAD DIVERGES	93	23,715	low				No

#REF!

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OTHER WORKS (Yet to be prioritised)

MOEWAI ROAD	NO	SH25 WHITIANGA BYPASS	DAKOTA DRIVE	200	15,000	?	7,050	7,950	Access to recreation reserve
KUAOTUNU -	NO	BLACKJACK RD	CEMETERY	1146	223,470	?	105,031	118,439	Path to shop &
WHAREKAHO	NO	WINIATA PL	HARBOUR	1,452	283,140	?	133,076	150,064	Foot bridge
WHAREKAHO ROAD	NO	Tohetea Stream Bridge	Tohetea Stream	8	60,000	?	28,200	31,800	Tohetea Stm bridge: Add
					581,610		273,357	308,253	
					0				