

**Hahei Beach Ratepayers Association**

**Submission to Thames Coromandel District Council  
Draft Long-term Plan 2018 - 2028**

15 April 2018

Thames Coromandel District Council  
Private Bag  
Thames

Attention: Angela Jane/Scott Summerfield

On behalf of the Hahei Residents and Ratepayers Association, we wish to make the following submission in relation to the draft Long-Term Plan (LTP) 2018 - 2028

## **1 Background**

Hahei is in the middle of New Zealand's tourism boom. Over the last 100 years, we have changed from an isolated farm, to a quiet holiday village, to one of New Zealand top tourist destinations. No one could have predicted to rapid change we are now experiencing, with tourist numbers growing at around 20%pa.

Due to the current tourism boom, our infrastructure is not appropriate for a tourism village and needs to be upgraded now. Failure act quickly will expose tourists and residents to health and safety risks and create a trail of dissatisfied tourist reports on social media. And most important of all, a resident and business community that has no confidence in TCDC and other government institutions to react to a tourism boom that we did not create.

In this submission, we set the minimum investment needed to manage tourism in Hahei. In reviewing these investments, it is important recognise that most of the infrastructure needs are tourism driven.

A summary of key investment needed is

- **Complete and Expand the Hahei Village Entrance Car Park** – This car park was designed for 179 vehicles. Over the 2017-18 Christmas period it had up to 320 vehicles parked. At Easter 2018 up to 305 vehicles were parked. The Car Park has been a construction site for the last 2 years and it is vital that the park is finished properly. In addition, the old sewage overflow pond must be filled and grassed over ready for the next summer holiday season. Failure to act on these recommendations will result in more and more vehicles being parked on residential streets. TCDC must prevent Hahei Village becoming the parking lot for Cathedral Cove.
- **Develop the Walking Village Concept** – Many in our community see the creation of a visitor car free walking village the solution to many of our traffic and tourism challenges. But before we can decide if the walking village will work, we need to develop the concept in detail, understand the risks, and consult with our community. To do this properly, we need some funding to develop the plans to understand if it will work.

- **Upgrade Existing Walks** – in the short term, existing walks must be upgraded – they must be made all weather walks and the signage must be improved. The costs are relatively small, but the benefits will be huge.
- **Water and Sewage Treatment** - After traffic management, Hahei residents' key concern is the state of the Wigmore Stream. It is unsafe for swimming and we must invest in the necessary sewage collection and treatment systems to clean it up in a timely manner. Drinking water systems must also be upgraded to comply with the relevant water standards, particularly since the Havelock North Enquiry.
- **Tourism Management** – TCDC, working with local communities, must develop better management systems that are able to respond to the rapid growth in tourism. The needs of a peaceful local community are completely different from a dynamic tourism destination such as Hahei. Responsive, tourism focussed management systems, must be implemented or else the Coromandel will fail as tourism destination.

This submission should be read in conjunction with the joint submission from Hot Water Beach/Mercury Bay South/Hahei Residents & Ratepayers Associations submission. The joint submission covers the following key areas:

1. Upgrade of Dalmeny Corner Road and Newtons bridge
2. Request to stop work on the Cathedral Coast Walk
3. Control of freedom camping and compliance enforcement
4. Request of Green Waste Transfer Station
5. Support for Surf Life Saving
6. Management of our Tourism Infrastructure

This Hahei submission describes the investment that we believe is essential for Hahei and its surrounds.

The following issues are covered:

1. Hahei Tourism and Traffic Management
2. Development of a Walking Village
3. Upgrade of Hahei's Water Systems
4. Upgrade Hahei Sewage Collection and Treatment Systems
5. Minor Works Management

## **2 Hahei Tourism and Traffic Management**

### **2.1 Background**

Hahei visitor numbers are increasing, particularly to Cathedral Cove (159,000 in 2015/6 to 271,000 in 2016/17). As result our infrastructure and village life is constantly under pressure.

The village has a finite boundary and is easily overrun during peak times. Evidence from different sources (including from the Council) show that the shoulder season is extending year by year – feasibly now from October to April.

Over the last few years local residents have been calling for action to be taken to minimise disruption around the village, improve infrastructure and provide more parking. Our community believes that all costs to be paid for by visitors or those who benefit from tourism.

For the last 10 years a park & ride service has operated from the Visitor Car Park. It has been very successful, but more could be done to persuade visitors to enter the Visitor Car Park and either walk to the beach and Cathedral Cove or take the bus. Traffic counting data over summer from the 27 December to 15 January recorded that only 22% of vehicles entering the village, used the Visitor Car Park.

TCDC and the Mercury Bay Community Board have a desire to implement pay & display at the Hahei Visitor Car Park. This will only be accepted by the local community if vehicles are controlled from entering and parking around other areas of the village. As has been shown in Hot Water Beach, visitors will avoid pay and display car parks if there are free parking options on residential streets.

Last year the Council challenged the Hahei Community to come up with a long-term plan to manage visitors. That challenge has been taken up but needs the support of the Council to deliver the outcomes we know are possible.

### **2.2 Issues**

#### **2.2.1 Sustainability - Protecting the Environment and Rights of Residents**

Our community is slowly coming to terms with the rapid growth in tourism, but this goodwill will only continue if TCDC invests in the necessary infrastructure to manage visitors. We must have:

- A safe environment for pedestrians- both local resident and visitors
- Traffic enforcement to control indiscriminate and illegal parking,
- Effective litter collection,

All decisions must look after the residents and protect the village environment, while providing visitors with a memorable experience.

#### **2.2.2 How do we Manage and Control Cathedral Cove Visitor Numbers?**

Clearly, Cathedral Cove visitor numbers cannot increase forever. Based on current walker numbers, we estimate that by 2022, 500,000 tourists will walk to Cathedral Cove per annum. We need to start developing a strategy now to manage the number of visitors to Cathedral Cove or else we'll be building car parks forever. Demand management must be a key part of our future traffic management strategy.

But to control visitors to Cathedral Cove, we need cooperation from the tourism industry, DOC, and iwi. We believe it is TCDC's role to play a leadership role and work with DOC, iwi and businesses and the local community to develop mutually acceptable solutions.

### **2.2.3 *Managing Car Driver Behaviour - Maximising Use of Visitor Car Park/Reducing Vehicles in Village?***

Currently, only around 20-30% of the visitors entering Hahei, travel directly into the Visitor Car Park. This is partly due to the design of the road entering Hahei – it is straight, initially travels downhill, while in the distance drivers can see the ocean. There are signs imploring visitors to enter the Visitor Car Park, but the natural behaviour of drivers is drive straight ahead on to the beach and/or Cathedral Cove. Many eventually return to the Visitor Car Park, but only after looking for parks in the Village.

Traffic engineers have various techniques for changing driver behaviour and, if we are to maximise the use the Visitor Car Park, we must re-engineer the Hahei road entrance to make Visitor Car Park entry the default option. Changes could include tree planting, indicating to drivers they are entering a village or a physical barrier in the road, such as roundabout, outside the Visitor Car Park entrance.

As discussed in the following Section 3, the shared-street concept may also change driver behaviour

### **2.2.4 *Visitor Car Park Capacity Expansion***

The current design capacity of the Visitor Car Park is 180 vehicles. Over the last summer, by parking cars on grass and other informal spaces, we were able squeeze up to 320 cars into the car park.

Next summer, we expect to have to accommodate up to 500 cars at a time. This can only be done if the redundant sewage pond is filled and grassed. Work on this should start immediately, while soil is relatively dry, and diggers can move it.

### **2.2.5 *Funding Tourism Infrastructure***

To date, almost all funding of tourism infrastructure in Hahei has come from ratepayers. This cannot go on and we must find ways that do not burden current and future ratepayers with the costs of improvements to infrastructure

The Mercury Bay Community Board passed a resolution supporting the use of income (Pay & Display and bus revenues) from tourism to fund local improvements. We are committed to maximising this income, but only to the extent it does not adversely affect resident's rights. For instance, we cannot remove visitor vehicles from village streets until the Visitor Car Park is expanded – visitors must park somewhere.

But this funding stream alone is not enough. TCDC must do more to obtain central government funding.

## **2.3 Recommendations**

We recommend the LTP include the following

### **2.3.1 *Expand Village Car Park to 500+ Capacity***

The Village entrance car park is the most important component of the Hahei traffic management plan. It must be 'fit for purpose' and provide:

- A safe environment to accommodate the peak demand of at least 500 vehicles

- Facilities to manage the daily 1,200 to 1,500 people utilising the return bus service and who traverse the village on foot.
- Provide rest and recreation facilities such picnic tables, tourist information, space for Hahei tour operators to collect their clients

We request that the LTP 2019/20 funding of \$172,000 for the *Hahei Village Car park extension* be re-allocated to 2018/19, along with any funding that may be needed to complete the car park.

All that is required is that the redundant overflow wastewater treatment pond, adjacent to the sealed area of the Hahei Visitor car park, is made available as a peak parking area by December 2018 at the latest – levelled, compacted, grassed.

### **2.3.2 Complete Stage 2 of Hahei Traffic Management Plan**

We request that TCDC undertake stage 2 of the Traffic Management plan which includes the parking control of Hahei Beach Road and surrounds. This will generate the parking revenue we require. The draft LTP specifies \$190,000 allocated to the Hahei Beach car park and landscaping in 2020/21. We request this is brought forward into 2018/19

### **2.3.3 Complete Construction of Hahei Visitor Car Park.**

A number of minor works are required to complete the construction Visitor Car Park and bring it up to standard. It must provide a great experience for visitors entering Hahei.

*(Please note: a number of these works have been requested previously but not yet actioned)*

Area	Work Required	Reason needed
Bus stop area	<ul style="list-style-type: none"> <li>• drain requires additional fill and/or seal extended.</li> <li>• Shade cloth shelter</li> </ul>	<ul style="list-style-type: none"> <li>• Visitor health and safety</li> <li>• Visitor experience</li> </ul>
Pedestrian walk zone	<ul style="list-style-type: none"> <li>• extend across the bus turning circle</li> </ul>	<ul style="list-style-type: none"> <li>• Visitor health and safety</li> </ul>
Hahei Village information sign (next to the Camper van zone)	<ul style="list-style-type: none"> <li>• area in front of sign needs a firm level base (preferably tar seal or concrete pad rather than grass or metal)</li> <li>• the adjacent drain requires drainage pipe and fill—from sign around to main drain at the rear of the Camper van parking area.</li> </ul>	<ul style="list-style-type: none"> <li>• Visitor health and safety</li> </ul>
Campervan parking area	<ul style="list-style-type: none"> <li>• require painted Campervan logos on each parking bay</li> </ul>	<ul style="list-style-type: none"> <li>• Control Parking</li> </ul>
Area behind sealed car park	<ul style="list-style-type: none"> <li>• levelled and grassed to provide additional parking</li> </ul>	<ul style="list-style-type: none"> <li>• Additional parking capacity</li> </ul>
Traffic calming	<ul style="list-style-type: none"> <li>• required before the Bus/Ticket shelter and perhaps 2 from the corner to the sealed car park area.</li> </ul>	<ul style="list-style-type: none"> <li>• Visitor health and safety</li> </ul>

Area	Work Required	Reason needed
Centre of Car Park near toilet block	<ul style="list-style-type: none"> <li>A selection of picnic tables and drinking fountain/ bottle filling facility next to the toilets</li> </ul>	<ul style="list-style-type: none"> <li>Visitor experience</li> </ul>
Pa Road exit	<ul style="list-style-type: none"> <li>install a pedestrian counter</li> </ul>	<ul style="list-style-type: none"> <li>Monitor visitor numbers for planning and control</li> </ul>
Car Park entrance	<ul style="list-style-type: none"> <li>relocate Auto electric gate to allow for 2 vehicle egress</li> <li>surface upgrade.</li> <li>Gate Safety/hazard issues to be finalised.</li> <li>Tidy up and grass/planting at entrance strip (both sides) to car park</li> </ul>	<ul style="list-style-type: none"> <li>Visitor health and safety</li> </ul>
Ticketing machines	<ul style="list-style-type: none"> <li>Require one, if not two additional ticketing machines to handle next seasons peak</li> </ul>	<ul style="list-style-type: none"> <li>Manage visitors efficiently and generate more income</li> </ul>
Entrance Strip	<ul style="list-style-type: none"> <li>Sealing repairs to existing seal that has lifted</li> </ul>	<ul style="list-style-type: none"> <li>Construction defect</li> </ul>

#### **2.3.4 Hahei Village Tourist Management Upgrades**

The following upgrades are needed to manage Hahei visitors.

Area	Work Required	Reason needed
Pa Road and Grange Road Pedestrian Crossings	<ul style="list-style-type: none"> <li>evaluate safe crossing options</li> <li>signage/traffic calming/ pedestrian crossing</li> </ul>	<ul style="list-style-type: none"> <li>Visitor health and safety</li> </ul>
Entry to Hahei Village along Hahei Beach Road (See Para 2.2.3 above)	<p>Create Hahei Entrance Gateway concept. This would include:</p> <ul style="list-style-type: none"> <li>Signage Improvements</li> <li>Landscaping.</li> <li>Roundabout or similar outside Visitor Car Park to ensure visitors naturally enter the Car Park rather than drive through to the village</li> </ul>	<p>Maximise use of Visitor Car Park to generate more income.</p>

***To meet current visitor demand, the Hahei Visitor Car Park and the 2 walkways through Kotare Reserve must be completed prior to summer 2018/19.***

***Potential revenue options from the Visitor Car Park can only be considered if visitors are restricted to the designated village parking area only.***

### **3 Development of a Walking Village**

#### **3.1 Background**

As Hahei has changed from being a quiet seaside village to one of New Zealand's top tourism destinations, we have looked for a strategy that creates a sustainable balance between tourism and lifestyle expectations of Hahei property owners and residents.

While we continue to develop a car parking management plan, we need to have a long-term solution that will work for everyone. During the past 2 years we have observed increasing numbers of visitors electing to walk from the Visitor Car Park. Feedback from these walkers, both visitor and residents has led us the concept of a Walking Village. This seems to offer the best solution for our Community and could well be an appropriate model for other Coromandel Communities.

The key aspects for the Walking Village are:

- Shared-space streets.
- Safe walkways and foot paths.
- Visitors encouraged to park at the Visitor Car Park

The Walking Village concept has general community support and now we must we develop a plan that enables our community to understand exactly what it would involve. We need to address important issues such as pedestrian safety, effect on businesses, access to properties etc.

For day-visitors to Hahei, we visualise the vast majority parking at the Visitor Car Park and then, if not using the bus, walking to the beach, shopping centre or Cathedral Cove.

#### **3.2 Issues**

##### ***3.2.1 Developing the Walking Village Concept***

A major driver for local residents is to reduce the number of vehicles that drive through and park around the central village area from Grange Road to the beach (up to 120 vehicles including Camper Vans and buses). Reducing vehicle numbers by directing them to the Visitor Car Park will create a safer environment, less disruption for residents and a maintain the cherished Village atmosphere.

A win-win experience for both Visitors and Residents.

Since we have general community support for the Walking Village concept, we now need to develop a more detailed plan to allow the community to understand exactly how such a proposal could be implemented. In Hahei we have well qualified residents to lead the development, but they require support for TCDC staff to develop the concept to the next stage.

##### ***3.2.2 Hahei Entrance Roading Upgrade***

A key part of the success of the Walking Village will be ensuring visitors naturally enter the Hahei Visitor Carpark. This will require a round-about or other roading upgrade at the entrance to the Hahei Visitor Car Park. While several signs have been erected advising visitors to use Visitor Car Park the current road design does not facilitate maximum car park use, with many visitors driving past the entrance (See item 2.2.3 above for more information).

##### ***3.2.3 Walkways***

The walkways currently in operation are:

1. From the Visitor car park, via Kotare Reserve passing the shops and then walking to the beach or to Cathedral Cove via Grange Road or the left of the beach and up the side of the hill to start of the Cathedral Cove track.
2. From the Visitor car park via Kotare Reserve, Michelle Lane, John Spear Ave, Harsant Ave to the beach

The walkways through Kotare Reserve need, in some places, to be all weather as when we have rain parts the walks are be muddy and slippery. They must be upgraded for next summer.

Another walkway from the Visitor Car Park is through Kotare Reserve, past the Memorial Garden, over the Wigmore stream and to the beach. This will cater for those who wish to use this end of the beach or use the water-based services. Eventually this walkway will be developed further to allow easy walking to the Pa.

### **3.3 Recommendations**

We recommend the LTP include the following:

- Funding in 2018/19 for qualified adviser to develop the Walking Village Concept. We recommend budget of \$50,000 in first year of LTP, 2018/19.
- Funding to implement in Walking Village concept in Hahei. We recommend including \$600,000 every year of the first 3 years of the LPT, i.e. from 2019 to 2022.
- Funding in 2019/2021 to upgrade roading at entrance Village Car Park
- Funding in 2018/19 to make the 2 walkways through Kotare Reserve all weather, with appropriate signage and funding in 2019/20 for the walkway to Wigmore end of the beach



## **4 Upgrade Hahei Water Systems**

### **4.1 Background**

Currently, Hahei is served by the following potable water providers:

- TCDC operated water system, managed by Veolia, supplying approx. 150 properties.
- Hahei Water Association (HWA) – a voluntary group that supplies water to approx. 180 properties
- Grange Road Water Association (GRWA) - a voluntary group that supplies water to 80 properties
- Hahei Holiday Resort - provides water their guests
- Approximately 150 properties rely on rainwater systems
- An unknown number of private wells
- Approximately 80 new properties may wish to access potable water, as detailed in the Structure Plan covering the entrance to Hahei.

Water consumption is rising due to more permanent residents and tourists renting properties.

The HWA has decided they do not wish to operate their water system and would like to negotiate with TCDC to take over the system. Requests to TCDC to take over the system have been declined so 180 properties, many occupied by tourists, are potentially exposed to non-compliant potable water.

All reticulated water systems take water from aquifers that may be inter-connected. While the bores have been able to provide the required amount of water, there has been no recent analysis of aquifer draw off capacities in the Hahei area.

### **4.2 Issues**

#### **4.2.1 Compliance with NZ Potable Water Standards**

The Havelock North Inquiry raised the importance of compliance with relevant water standards, issued by the Ministry of Health. We understand the TCDC water supply has implemented the necessary upgrades, but the TCDC water supply only provides water to roughly a quarter of Hahei's residents. So potentially, 75% of Hahei's ratepayers may be using non-compliant water.

TCDC has a statutory responsibility to ensure that its communities are provided with 'good quality local infrastructure .... that is the most cost effective for households and business' and therefore must act urgently work with the Hahei community to deliver water that complies with the relevant potable water standards.

#### **4.2.2 Health of our Tourist – Our reputation**

If Hahei and Cathedral Cove is to remain a world class tourism destination, we must deliver safe potable water to our visitors. Nothing would hurt our reputation more than reports of a mass outbreak of water-borne illness as occurred in Havelock North.

### **4.3 Recommendations**

The draft LTP states

*“Over the first four years of the Long-Term Plan, we will be undertaking investigations into extending existing wastewater and water supply services to unconnected properties in Hahei, Wharekaho, and*

*areas surrounding Thames. These investigations, at a total cost of \$1.8M, will inform our projects in future Long-Term Plan”*

While we appreciate the commitment to spend \$1.8M on investigations, the people of Hahei need urgent action. We cannot wait four years, as the draft LPT states, for TCDC to deliver safe drinking water to residents and tourists in Hahei.

We request the LTP is revised to state

*‘TCDC will undertake and investigation in Hahei’s potable water needs, commencing in August 2018, and completed by December 2018. During January, February, March 2019, TCDC will consult with Hahei community on safe potable water options, and based on the outcome of these negotiations, include in TCDC’s Annual Budget for 2019/20 costs for upgrading Hahei’s potable water supply’.*

## **5 Upgrade Hahei Sewage Collection and Treatment Systems**

### **5.1 Background**

Currently, 180 properties in Hahei are serviced by a TCDC owned and operated sewage system. Sewage from connected properties flows to a treatment plant from which it is discharged in the Wigmore Stream.

Key aspects of the system are:

- Hahei Village has approximately 550 properties. 180 properties are connected, leaving 370 not connected. Unconnected properties have either old septic plants or more modern onsite treatment plants.
- Apart from the 100-Acres development where around 80 properties may be built, it is unlikely that the number of properties in Hahei will grow significantly.
- The existing treatment plant works well and delivers high quality treated wastewater to the Wigmore Stream. Final treatment of waste is through a Zee Wee membrane treatment plant, with a design capacity of 600M<sup>3</sup>/day. It normally delivers high quality wastewater into the Wigmore Stream with a BOD of less than 7.5 mg/l (Average for the period 2010 – 2017 was 2.1mg/l).
- The treatment plant has a theoretical hydraulic capacity of 600M<sup>3</sup>/day. The discharge consent for the treatment plant of 700M<sup>3</sup>/day. The average discharge flow from the treatment plant from 2011 to 2017 is 127M<sup>3</sup>/day with maximum flow of 457M<sup>3</sup>/day.
- There is an agreement with the Hahei Holiday Resort to accept 180M<sup>3</sup>/day of wastewater, leaving 700 – 180 = 520M<sup>3</sup>/day hydraulic capacity for properties in Hahei to discharge into the Wigmore Stream.
- Assuming each property discharges 0.5M<sup>3</sup>/day (the average for properties in Auckland) then the existing discharge consent, after allowing for Hahei Holiday Resort, would permit connection of approximately 1,000 properties, far more than existing properties in Hahei. However, during the summer holiday season, sewage from properties will exceed the average, so any capacity forecast of the existing treatment plant needs to be carefully considered. More buffer capacity may be required.

If the above numbers are correct, then all that is needed is to extend the wastewater collection systems and upgrade the hydraulic and biological capacity of the existing treatment. This is a relatively simple project that could be completed quickly.

But an investigation is needed to verify all the above numbers and conclusions.

### **5.2 Issues**

#### **5.2.1 Condition of Wigmore Stream**

It is well documented that the Wigmore Stream is unsafe for swimming. The community wishes to improve the water quality and recognises to do this we must address the entire Hahei catchment area. This includes rural and residential areas.

Waikato Regional Council (WRC) is undertaking a Mercury Bay Harbour study and we are hoping this study will help us develop an overall strategy. To implement the clean up strategy we will need funding from TCDC for wastewater and storm water discharges. In addition, we will need continued support from WRC to help adjacent farmers fence streams etc.

### **5.2.2 Health of our Tourist – Our reputation as a NZ's top destination**

If Hahei and Cathedral Cove is to remain a world class tourism destination, we must take care of our environment. Tourists come to Hahei to experience the pristine ocean and enjoy marine life at the marine reserve.

### **5.2.3 Property Connections**

The most difficult aspect of implementing the expanded sewage system will be connecting properties to the sewers. As we have seen in the proposed Emma Place expansion, not all property owners wish to connect. TCDC needs to work closely with the community to develop generally acceptable protocols.

## **5.3 Recommendations**

The draft LTP states

*'Over the first four years of the Long-Term Plan, we will be undertaking investigations into extending existing wastewater and water supply services to unconnected properties in Hahei, Wharekaho, and areas surrounding Thames. These investigations, at a total cost of \$1.8M, will inform our projects in future Long-Term Plan'.*

While we appreciate the commitment to spend \$1.8M on investigations, the people of Hahei need urgent action. We cannot wait four years for action to be taken on sewage treatment in Hahei. The existing plant has spare capacity and so at least initially, TCDC should consult with the Hahei community to expand the collection system to the maximum allowable as determined by the existing treatment plant's capacity. Potentially, this could make a huge difference to the water quality in the Wigmore Stream

While the expansion of the collection system is occurring, TCDC should undertake the necessary investigation into long term Hahei sewage system and consult with the Hahei Community.

We request the LTP is revised to state

*'TCDC will undertake and investigation in Hahei's sewage system and expand the sewage collection system to properties that are either adjacent to the treatment plant or those that will have largest impact on the quality of the Wigmore Stream. This work will be completed during 2019/20.*

*TCDC will also conduct an investigation into the long-term sewerage treatment needs of the Hahei community. The investigation will be completed by March 2019 when TCDC will conduct consultations with the Hahei Community. Following consultation, TCDC will investigate funding options with a view to implement a long-term sewage treatment solution for Hahei from 2020'.*

## **6 Minor Works Management**

### **6.1 Background**

As a busy growing tourism destination, Hahei requires relatively small investments over the next 10 years. In August 2017, we carried out a community survey to understand what improvements our community needs and delivered a summary to TCDC Whitianga office. A copy of the list is attached (See Appendix 1). Note that some of the works in this list are discussed in other sections of this submission.

This list contains a number of small investments which could possibly be paid for with revenues from tourism activities i.e. parking fees, but we believe some should be funded from Mercury Bay local funding or applications made to the Tourism Infrastructure Fund.

The Mercury Bay Community Board Draft LTP plan provides includes annual funding for Public Convenience renewals (\$80,000), Footpath rehabilitation (\$40,000), Footpath construction (\$300,000), Parks and Reserves Renewals, (\$200,000), and other minor improvement budgets

We believe the LTP budgets are too small for our area and should be increased.

### **6.2 Issues**

#### **6.2.1 Detailed Scope of Minor Works**

We must agree exactly what items for Hahei will be covered in the Mercury Bay allocations and what can be funded from revenues generated from car parking fees. At this time, there is no list of what will qualify for funding.

#### **6.2.2 Funding Options**

If funding is not available from TCDC, we need to be informed as soon as possible so we can explore alternative funding options, such as debt funding supported by future parking/bus revenues.

#### **6.2.3 Management and Administration of Minor Works Plan**

We recommend that TCDC conducts a thorough review of its minor works plan. In our experience, we have found it impossible to get any visibility into what is planned, obtaining approval for even trivial work is cumbersome, and project execution slow and unreliable. We would be happy to work with the appropriate TCDC staff to help improve this aspect of TCDC's business.

### **6.3 Recommendations**

We request the LTP is revised to as follows:

1. Increase annual funding for Public Convenience renewals, (\$80,000), Footpath rehabilitation (\$40,000), Footpath construction (\$300,000), Parks and Reserves Renewals, (\$200,000), and other minor budgets by 50%.
2. Provided detailed list of works that will be funded for the first 3 years of the LTP.
3. Explore alternative funding options.

## **7 Responses to The Big Stuff – Significant Proposals**

### **7.1 Thames Sub-regional aquatic facility**

The draft LTP proposes 3 options for a new or replacement Aquatic Centre in Thames. Our South Mercury Bay communities do not support any of the options, as each involve a very large investment which does not benefit us in any way.

Thames is a long way from Hahei, Hot Water Beach and Cooks beach and we can never imagine swimmers will drive to the proposed pool.

Our position is as follows

- We would support Option B if it could be shown that the debt associated with pool will not jeopardise investments in our area.
- Thames ratepayers must pay all costs, including investigation costs.
- Before proceeding, there must be binding agreement with adjacent councils, such Hauraki Council. Also, TCDC must explore alternative funding sources such as Lotteries Commission, etc.
- While TCDC is investigation the Thames Sub-Regional Pool, an investigation should also be conducted into upgrading the Whitianga swimming pool

We would like to speak at a hearing in support of our submission.

Yours faithfully

Bill Stead



Chairman of Hahei Beach Ratepayers Association

AREA	ITEM REQUEST	COMMENT	Year
HAHEI BEACH ROAD	Pedestrian Safety-require designated walkway from Community Centre car park , Grange rd. intersection to Beach front car park.	Eliminate Vehicle parking on berm(bollards/rope) or provide footpath Traffic Calming /ped crossing to service Community Centre off Hahei Beach Rd	2018/19
HAHEI BEACH ROAD	Pedestrian Safety-require footpath from Church Restaurant to Pa Rd intersection. No alternative but to walk on road.	To service residential, businesses properties and visitors	2018/19
GRANGE RD	Pedestrians have to cross the road at a potentially dangerous area to utilize the two existing sections of footpath up to the Grange Rd car park. Traffic calming and/or pedestrian crossing required		2018/19
GRANGE RD	Sections of the footpath are not protected from vehicles by curb/ barriers -a number of barriers and curbs have been hit by vehicles	Safety Audit required and/or curb/barriers	2018/19
CATHEDRAL COURT	Protect Osage orange tree from vehicles/ pedestrians—bollard and rope around tree roots.		2018/19
VISITOR TOILETS	2 pan Village Centre Toilet inadequate during peak times. Upgrade required		2018/19
RESERVES	Additional walkways/ boardwalks/signage and picnic tables required.		2018/19
HARSANT AVENUE	Walkway Dawn Avenue to the Beach front traverses busy Harsant St; Comments re near misses pedestrian/children.	Traffic calming and/or road markings	2018/19
VISITOR CARPARK	Additional parking area required to cope with growth and anticipation of loss paper road to subdivision. Waste treatment Storm water pond area converted to a Summer parking site.	Tourism projections suggest more peaking capacity required	2018/19
TUTARITARI Reserve	All weather walkway from H Beach Rd to link with track from beach to Cathedral Cove car park.To include Boardwalk across stream and through dunes to protect Dotterel nesting	205metres	2018/19
KOTARE RESERVE	Require all weather path link from Pa Rd( opposite car park ) through to Hahei Beach Rd ( next to Margot Place).Kotare reserve Car park past Toilet block, memorial garden through to Hahei Beach RD	Alternative walking route to link car park with Hahei B Rd/CC route Toilet Block then required daily.	2018/19
HAHEI BEACH ROAD	Road Gateway entrance planting from the 50km signs north to the entrance of the visitor car park.		2018/19
GRANGE Rd Car Park	Clean up of invasive weeds and replant/ beautify around the Cathedral Cove car park.		2018/19
VISITOR CARPARK	Additional parking area required to cope with growth and anticipation of loss paper road to subdivision. Waste treatment Storm water pond area converted to a Summer parking site.	Tourism projections suggest more peaking capacity required plus if Grange Rd Car park becomes drop off only.	2018/19
HARSANT AVENUE	Designated off road walkway from Camp site entrance down Harsant to Beach Rd	Extremely busy road no safe walking area --380metres.Investigate 'Shared space' concept--priority pedestrian/cyclist	2019/20
PA RD	No pedestrian walk area -Pa Rd Bridge to Wigmore Crescent. Beach access tractors boat trailers. Long term footpath required.	Evaluate safe all weather walkway roadside options--112metres	2019/20
BEACH /RESERVE	Improvements		2019/20
PA RD	Road between Wigmore Crescent and Christine Terrace has 2 blind spots-near misses and no designated walkway.	Priority mark road centre line at critical areas and consider safe all weather off road walk options---205metres	2019/20
KOTARE RESERVE	Reclaim Wigmore Reserve along boundary with Motor camp -boardwalk and footbridge to link with Eastern Wigmore Reserve		2020/21
PA RD	Christine terrace intersection to the eastern end of Pa Rd --pipe storm water drains. Christine terrace intersection to the eastern end of Pa Rd people walking to and from the Pa have to walk down the road. Tides inhibit access from the beach	Hazardous-open drain Pedestrian Risk--280metres	2021/22
PA RD			2021/22
BEACH TOILET UPGRADE	Connection to reticulated sewer	Check status Village wide project	2021/22
WIGMORE CRESCENT	Main Boat access to beach -residents report safety concerns -footpath requested.	Pa Rd to Wigmore Crc Bridge 106metres	2022/23
WALKWAY	Pa Rd through Wigmore to the beach		2022/23
WIGMORE STREAM RESERVE	All weather walking route to the Pa via Wigmore reserve through to Pa Rd Beach reserve onto Pa Rd	750metres	2022/23
WIGMORE CRESCENT	Pedestrian safety issues —bridge to cul de sac. Eliminate casual parking and/or provide safe walkway.	98metres footpath Bridge to Cul de sac beach steps	2023/24
WIGMORE CRESCENT	Separate foot bridge needed --current bridge has a very narrow walkway (dangerous)	Volume and size of Tractors and boat trailers ,camper vans	2023/24
BEACH TOILETS	Upgrade facilities		2024 /27

AREA	ITEM REQUEST	COMMENT	Year
<b>STORM WATER</b>	Provide Village wide storm water piped drainage		2024 /27
<b>KOTARE RESERVE</b>	Village is expanding and Village centre getting busier-Provide picnic tables children’s Play area , skate bd and BMX track. Rescue Helicopter all weather landing pad /access		2024 /27
<b>VILLAGE ENTRANCE CAR PARK</b>	Seal extensions / toilet upgrade		<input checked="" type="checkbox"/> MBCB 2026/27
<b>SOUTH MERCURY BAY ROADING</b>			
<b>FERRY LANDING FORD</b>	Foot bridge required to mitigate safety concerns --increasing number of pedestrians		2018/19
<b>LINK ROAD/HAHEI BEACH Rd INTERSECTION</b>	Traffic volumes are forecast to double within 5years. Traffic flows and safety concerns could be mitigated with a roundabout.		2022/23
<b>HOT WATER BEACH RD</b>	Upgrade( widen) intersection Link Rd/HWBeach rd	Hazardous -too narrow for volume and vehicle size	2023/24
<b>LINK Road/HAHEI BEACH /Purangi Road/COOKS</b>	Investigate a progressive road widening to cater for increasing number of cyclists. Majority of the roads are too narrow for road shoulder area.	No shoulder for cyclists/walkers	2023/24
<b>SOUTH MERCURY BAY TOURIST HUB.</b>	Investigate the feasibility of establishing a Tourist Hub in the Dalmeny Corner area to provide a Park & Ride to service Hot Water Beach/Cathedral Cove and Cooks Beach areas.		<input checked="" type="checkbox"/> MBCB 2026/27
<b>DALMENY CORNER ONE LANE BRIDGE</b>	ONE LANE BRIDGE upgrade—Traffic volumes are forecast to double within 5years. The bridge is narrow and frequently effected by flooding . Only road servicing South Mercury Bay. Regarded locally as a potentially dangerous area numerous reports of near misses .		2027/28