

Hahei Walkway Stakeholders Group & Hahei Beach Ratepayers Association Inc.

Minutes of Meeting

Meeting Date & Time	27 th May 2015, 5:00pm	Meeting #:	2
Parties Involved:	Walkway Stakeholders Group HBRPA Committee TCDC Mercury Bay Community Board St John	Date Issued:	28 th May 2015
Title of Meeting:	Walkway Stakeholder Meeting; HBRPA Meeting		
Meeting Location:	Community Hall, Hahei		

Issued by: Penne Clayton

Signed:

Attendees:

Hahei Walkway Stakeholders Group & HBRPA:

Bill Stead, John North, Penne Clayton, Graham Harsant, Cathie Baloghy, Peter Hawley, Brian Keucke, Brian Green, Ron Egan, Jeremy Lomas, John Dallimore, Anne Donovan, Mike Wilkinson

TCDC:

Ross Ashby, Sam Marshall, Len Whittaker, Alan Tiplady, Kirsty Richmond, Gary Towler

Mercury Bay Community Board:

Deli Connell, Paul Hopkins, Bill Maclean

St John:

John Armitt

Hahei Business Association:

Shane Harnett

Apologies:

Zane Hansby, Shelley Osborne, Kirsten Russell, Alastair Sims, Karen Blair, Phil Costello, Ian Chalmers, Peter Harrison, Mike Grogan, Paul Kelly (Community Board Chair)

Distribution:

Attendees +

		Actions By
1.	Introduction	
	<p>Bill Stead welcomed all guests and reiterated that the intent of the meeting was to allow TCDC personnel to update community on their Hahei related work.</p> <p>This would include:</p> <ul style="list-style-type: none"> A. TCDC Organisation and Operating Procedures - Sam Marshall B. Traffic Management Study - Len Whitaker C. Work Plan for Community Plan Preparation - Sam Marshall, Ross Ashby D. Brief discussions on; <ul style="list-style-type: none"> • District Plan – preparation for meeting TCDC on Friday – Sam Marshall • Control and Management of Grange Road and foreshore – Sam Marshall • Walk Update – Garry Towler E. St John Plans for Hahei – John Armitt 	
1.1.	New RPA Structure and Operating procedures	Bill Stead
	<p>Bill introduced the new committee structure as RPA and Walkway Stakeholders Group combined. He advised that we are using a more formal meeting structure, and request that all action points have papers issued prior to committee meetings to enable the members to consider their responses before a meeting and thus be in a good position to make quick decisions.</p>	
A	TCDC Organisation & Operation	Sam Marshall
	<p>Sam Marshall discussed Council/Area Management structure and decision making processes. Recent restructures mean more power/decision making ability has been delegated to the Area Teams</p> <p>Reiterated that Council wish to work in a transparent manner with the RPA and Ratepayers</p> <p>Introduced attending team:</p> <p>Sam Marshall – recently returned from 6 months leave.</p> <p>Ross Ashby – Whangamata Area Program Manager, but here to assist with</p>	

	<p>starting the Community Plan for this area.</p> <p>Len Whittaker – has been Sam’s 2IC. Now looking at projects role, eg Traffic Plan for Hahei. Is wanting to create a holistic view of traffic and parking in the Mercury bay South Area.</p> <p>Kirsty Richmond – Mercury Bay Coordinator and second level contact if Sam, Len or Ross are unavailable.</p> <p>Alan Tiplady – Works from Mercury Bay office and is addressing all operational and capital works programs in the Mercury Bay Area.</p> <p>Introduced Community Board Attendees: Deli Connell; Paul Hopkins and Bill Maclean (Deputy Chair)</p>	
B	Traffic Management Plan	Len Whittaker
	<p>Len discussed the traffic management plan and supplied copies (attached) of the MWH Offer of Service. He explained that TCDC was finalising the contract with MWH and hope to issue instructions to proceed very soon.</p> <p>The study will address traffic movement and parking now and in the future. This includes parking and traffic flow for the Great Walk but if the Great Walk doesn’t proceed the traffic plan still will.</p> <p>Current timeframe has been pushed out from 6 to 12 weeks, and associated costs but TCDC would still proceed with the study</p> <p>At the meeting, so members of the committee briefly reviewed the MWH Offer and suggested the following additions:</p> <ul style="list-style-type: none"> • Add HBRPA, Community Board and DOC to list of Stakeholders to be engaged. <p>The Chair requested a few days to review the MWH Offer in detail. Once the review is complete, comments will be sent to Len.</p> <p>The Chair commented that ‘getting it right was critical, the timeframe in which it was done wasn’t’. The Committee also agreed that the plan needed to be futureproofed so if a Pa Road carpark solution was not in place by Christmas then we would cope.</p> <p>The Chair requested that the Traffic Consultant, Alan Gregory, should compile a list of questions for the Committee to discuss to enable a balanced response from all Ratepayers.</p> <p>The plan was for work on the study to commence early June, so the consultant will need to draft questions promptly.</p>	

C	Community Plan Update	Ross Ashby
	<p>Ross supplied a presentation (attached).</p> <p>A community plan needs to communicate issues and opportunities for the Hahei Community. An overall vision.</p> <p>The Community Board expressed a desire to be involved in the process for Hahei to enable them to make more informed/easier decisions for Hahei. The Community Plan will be owned by the Community but will assist the Community Board in decision-making.</p> <p>The Chair asked whether Council could assist with funding to ensure the Hahei Community Plan is completed in the best way to ensure its adoption and success. Sam to look into the feasibility of funding.</p> <p>Ross to supply examples/template.</p> <p>HBRPA to prioritise issues.</p> <p>The Chair suggested that the production of a Community Plan was a long term goal and likely to be close to the end of the year so consultation with absentee ratepayers could be facilitated when they are here on holiday.</p>	<p>Sam Marshall</p> <p>Ross Ashby</p> <p>HBRPA</p>
D	In Brief	
i)	<p>District Plan</p> <p>The area of most concern to Hahei is the 100 Acres.</p> <p>The Chair and Deputy Chair will be in Thames on Friday 29th to again reinforce Hahei's majority position of a 'moratorium until planned properly'.</p> <p>The Planners comments from the District Plan submissions reinforce this issue. Specifically that the Infrastructure needs to be sorted for existing properties before any further development takes place.</p> <p>The meeting on Friday was believed to be for an 'open dialogue' between all parties, but looks like it may be more in order of review committee meeting.</p> <p>The Chair advised that they will be very clear about our position and will report back to the June 10 Committee meeting.</p>	Sam Marshall
ii)	<p>Grange Road & Foreshore Reserve (Harsant Ave)</p> <p>DoC has agreed in principle to Council taking over the piece of land at the top of Grange Road with the carpark on it, however Council still needs to pass a resolution on this decision. Consultation with iwi is required.</p> <p>The decision has not yet been made whether Council will make this carpark:</p> <ul style="list-style-type: none"> • Drop off only, or 	Sam Marshall

	<ul style="list-style-type: none"> • Pay and Display <p>This is provisionally expected to take place at the June Council Meeting.</p> <p><i>Note: Council wish to discuss the plan with stakeholders further once a decision has been made. The Chair suggested Sam write a paper for the HBRPA so we can discuss and canvas our members once this eventuates.</i></p> <p>Council is also in discussions to take control of the foreshore reserve on Harsant Avenue from DoC – this should improve concession process.</p> <p>The Pa Road park and ride/pay and display was brought up briefly but discussion was deferred until a later date.</p>	
iii)	<p>Walk update</p> <p>Garry Towler provided an update on the Walkway:</p> <ul style="list-style-type: none"> • Very little to report at present – awaiting funding outcome before any further decisions are made • The Governance Group (Mayor, Community Board Rep, DOC rep, iwi) have discussed their actions should funding be successful and also if unsuccessful. Garry was asked by the Deputy Chair for copies of all the Governance Group minutes. Garry agreed to send these. <p>It was mentioned that the HBRPA/Walkway Stakeholder Group’s position varied from that of Council, Garry suggested that our concerns were not insurmountable.</p> <p>Garry was asked where the walkway would go if funding was unsuccessful – he said that a walk from Hot Water Beach to Whitianga was still the plan, but until funding is approved consultation could not take place with the landowners. Gary agreed that a piecemeal walk was not the way to go.</p> <p>The deputy chair raised that the Mayor has very fixed views on the walkway, but that on the whole, the messages from the Mayor, TCDC PR and the Governance Group were very mixed.</p> <p>It was also raised that consultation with the Lees Road landowners has been poor and there may be better alternative routes that have not been considered. Gary said that Council were open to discussing these.</p> <p>Full disclosure regarding the discussions with the proposed Lees Road carpark landowner was also requested.</p>	Garry Towler

E.	St John	John Armitt
	<p>John provided a clear overview of St John activity in Hahei over the past year since leasing a property in Robyn Crescent:</p> <ul style="list-style-type: none"> • Increase in callouts • Upskilling of staff • Providing holiday accommodation for senior operational staff who in return work shifts or assist with callouts • Has shown an increase in service quality and response times overall <p>The property St John are leasing is now on the market, so they need to establish a base where they can offer the same support and service, with a view to future growth into a medical centre/clinic over the peak.</p> <p>In discussions with Council regarding land to position a re-locatable dwelling with garaging and accommodation.</p>	
F	HBRPA Operational Issues	Bill Stead
	<p>Introduction of new website and draft newsletter.</p> <p>Newsletter approved for sending 28th May.</p>	
	Meeting Closed at 7.00pm	

MWH Ref: TBC
Client Ref: TBC

15 May 2015

Thames Coromandel District Council
Private Bag 1001,
515 Mackay Street,
Thames

Attention: Len Whittaker

Dear Len,

Offer of Service - Hot Water Beach to Ferry Landing Traffic Management Assessment

Following our recent meetings and discussions, we are pleased to provide you with an updated Offer of Service for undertaking a high-level traffic, parking and maintenance assessment for the communities of Hot Water Beach, Hahei, Cooks Beach and Ferry Landing.

As detailed in your brief for a Traffic Management Assessment, the main concerns of Council relate to:

- The impact of increased visitor numbers to key tourist destinations on parking supply.
- The management of peak season (Christmas and public holiday) traffic between Hot Water Beach and Ferry landing - encompassing safety, efficiency and maintenance liability issues;
- The impact of proposed future development on road network; and
- The impact of the proposed Great Walks Project on the road network and parking amenities.

1. Project Scope / Methodology

We will carry out a number of assessments and analysis to develop a clearer understanding of the operation and maintenance burden associated with the significant rise in tourist numbers in this area. The extents of the assessment are the communities of Hot Water Beach, Hahei, Cooks Beach and Ferry Landing and the local roads linking them.

Details of the methodology for assessment, separated into the key areas of parking, road network performance and network maintenance are provided on the next page.

Assessment Methodology

Parking Assessment

The parking assessment will be undertaken according to three separate stages:

1. Evaluation of existing facilities and identification of key issues and opportunities;
2. Identification of current and future demand; and
3. Identification of solutions to meet future demand.

Details of the tasks for each stage are outlined below:

Stage 1

- A site assessment of available parking facilities in Ferry Landing, Cooks Beach, Hahei and Hot Water Beach
- Identification of existing proposed/potential restrictions for parking areas.

- Assessment of current parking issues.

Stage 2

- Identification of current peak season parking demand plan based upon:
 - Consultation with relevant stakeholders; and
 - Analysis of pedestrian, traffic, parking and public transport (shuttle bus and park & ride) at key destinations during the peak season.
- Assessment of future parking demand using Council growth scenario.
- Incremental assessment of future (2020) parking demand based upon growth resulting from future development and increased predicted walkway visitor numbers.
- Assessment of potential future issues.

Stage 3

- Identification of potential locations for new car parks.
- Evaluation of risks and benefits of locations of proposed car parks, including in Pa Road park and ride, Lees Road and Stella Everid sites.
- Development of alternative high level conceptual solutions to meet visitor demand.
- Identification of the feasibility of utilising selected car parks for commercial use (DOC and beach front).
- Consideration of the impact of removing car parking from the beach front.
- High level planning implications of change of use.

Road Network Safety & Efficiency Assessment

The assessment of the road network performance will be undertaken according to the following separate stages:

1. Assessment of the existing situation;
2. Assessment of the future situation; and
3. Identification of solutions to meet future demand.

Details of the tasks for each stage are outlined below.

Stage 1

- Visual site assessment survey which includes a drive over of the roading network to determine current road conditions and review any potential safety or geometric issues that may impact on the future network growth. The survey will cover the following roads:
 - Hot Water Beach Road and Radar Road (8.2km);
 - Purangi Road (12.0km);
 - Hahei Beach Road (2.1km);
 - Link Road (3.3km); and
 - Fisher Road (4.1km).
- Assessment of risk to vulnerable road users and traffic congestion at Ferry Landing, Cooks Beach, Hahei, and Hot Water Beach.
- Review and analysis of traffic data (provided by Council) and identification of the current performance of the network, including calculations for LOS and delay at key intersections.
- Assessment of current risk to road users through analysis of CAS data and the application of KiwiRAP styled evaluation tools.

Stage 2

- Incremental assessment of future traffic impacts (based on 2020 values) on the network from proposed developments at Hahei, Cooks Beach and Hot Water Beach.
- Incremental assessment of future (2020) traffic impacts based upon growth resulting from future development and increased predicted walkway visitor numbers.

Stage 3

- Assessment of stakeholder consultation to identify suitable solutions for solving existing and future issues.

	<ul style="list-style-type: none"> • Development and assessment of conceptual solutions together with an indication of timing for implementation based on growth predictions. • High level planning considerations and implications of proposals.
Road Network Maintenance Assessment	<p>This assessment will determine the implications to maintenance for the network for current traffic loadings on the roads previously detailed (above)</p> <p>The assessment will involve the following tasks:</p> <ul style="list-style-type: none"> • A drive over survey to determine any significant defects or problem areas; • Analysis of RAMM data and maintenance information in consultation with Council; and • A high level assessment of risks to maintenance liability for current and projected traffic demands. <p>Note: The site survey will be carried out at the same time as the safety and geometric appraisal.</p>
Stakeholder Engagement	<p>To inform the parking, road network and maintenance assessments consultation with a number of key stakeholders, inclusive of the people/bodies listed below, will be required:</p> <ul style="list-style-type: none"> • TCDC Mayor; • TCDC CEO; • TCDC Mercury Bay Area Manager; • Great Walks Manager/Personnel; • TCDC Planning Manager; and • Ngati Hei <p>Consultation with these stakeholders allows the existing and future issues to be clearly defined. Furthermore, consultation allows for suitable solutions to issues to be identified and agreed.</p> <p>At this stage we envisage a council workshop in Whitianga and two subsequent meetings with iwi and other local stakeholders.</p>
Reporting	<p>The report will clearly define for each of the key area:</p> <ul style="list-style-type: none"> • The current and predicted future issues; • The outcomes of the consultation process; • Sketch plans of options evaluated where appropriate. • The assessment of solutions to solves issues. This will include identification of priority measures and the indicative scale / timeframe for solutions. <p>The analysis of data and risks will be presented graphically using GIS to map road sections, traffic demand, and congestion and risk hot spots.</p>

2. Client Supplied Information

In order to successfully achieve the objectives of this assessment we require the following information:

- RAMM data;
- Traffic counts (tube counts, intersection counts, estimates of congestion etc.);
- Car park data for all formal, temporary and informal car parks (occupancy/turn over, berm parking etc.);
- Any evidence, statements or photos showing congestion or parking issues;
- Proposed development plans and timescales;
- Visitor numbers from the Department of Conservation (daily / weekly flows);
- Projected visitor numbers for walkway;

- Daily/weekly shuttle bus data;
- Daily/weekly park and ride data;
- Ferry Data daily/weekly;
- High speed road data (if available); and
- Crash or incident data not included in CAS (Incident reports/NZ Police).
- Aerial photography for sketch plans.

3. Risks

We consider that the primary risk is the lack of data to relate visitor numbers to numbers of vehicles and car park demand, whilst we will be able to make some correlation between independent data sets there will still be a margin of error.

Similarly, the distribution of traffic will be difficult to demonstrate accurately without any actual turning counts. However, assumptions will be made (and agreed with Council) to provide the best possible assessment.

We propose to fully utilise any local intelligence (Council, lifesaving club, local residents/businesses) to build an "anecdotal" model of the impact of visitor traffic during the peak season and we will use this to help calibrate our picture of traffic movement and parking.

4. Programme

The assessment will be completed within **12 weeks** of your instructions, subject to availability of data and stakeholders. As follows:

Council workshop and consultation	2 weeks
Parking assessment	4 weeks
Network efficiency and maintenance assessment	6 weeks

Recognising that this is a staged approach, on completion of a stage, we will await your instruction prior to proceeding to the next.

6. Exclusions and Limitations

At this stage we have not included a detailed assessment of traffic within Whitianga, as potential demand from the Great Walks Project is not likely to be the main reason for congestion and parking demand during the peak season. Significant issues within Whitianga will have wider influence and greater impacts on the urban area and should be examined in detail separately if necessary.

Please note that the scope of this work does not encompass a full crash reduction study. The assessment will be predominantly desktop, supported by limited drive over and survey work on site to confirm areas of risk and to enable us to understand the nature and usage of the corridors and car parks.

We have assumed a maximum of five alternative concept car parking sites (Two within Hahei and one each for Ferry Landing, Cooks Beach and Hot Water Beach) will be assessed in addition to those already listed. Sketch plans will be based on aerial photography.

For clarity the following tasks are excluded from the offer of service:

- Survey work (topographical, traffic counts, etc.)
- Night inspections or detailed lighting review
- Detailed pavement condition assessment or any kind of testing
- Network level traffic modelling
- Detailed design of improvements, treatments or interventions
- Presentations of final report to council
- Public consultation
- Funding applications
- Workshops and consultation meetings over and above the three identified in section 1

7. Deliverables

The final output will be a report detailing the likely scenarios and highlighting risks and problem areas, together with a timescale.

We will provide GIS plans mapping demands and risks incrementally to demonstrate the probable timing of when intervention will be needed.

We trust that this offer of service accurately outlines the works to be undertaken by MWH for this project. Please do not hesitate to contact Alan Gregory on (07) 839 9857 or mobile, (027) 451 2588 for further clarification.

Yours sincerely

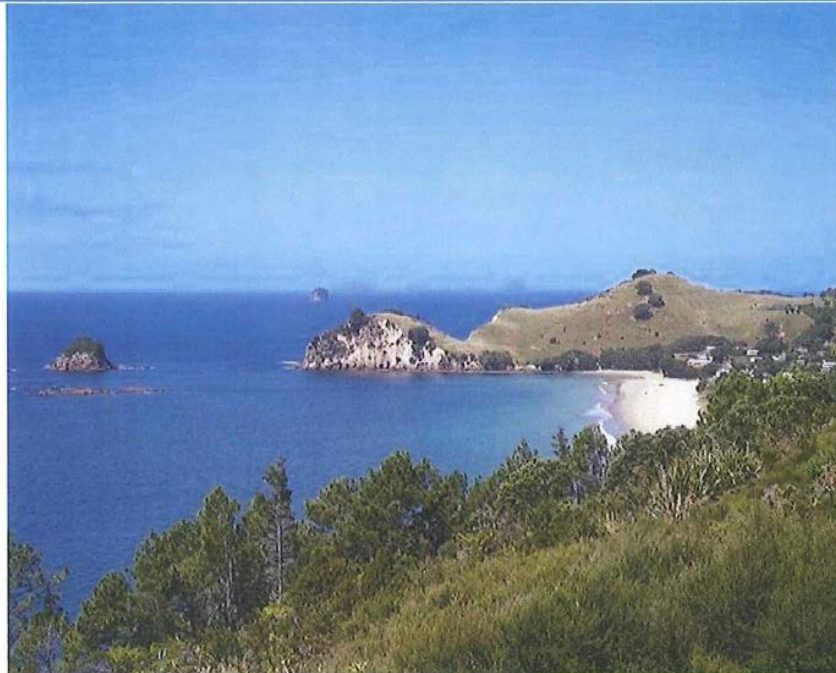


Alan Gregory
Team Leader Transportation
MWH New Zealand Limited

HAHEI COMMUNITY PLAN 2015

2010

HAHEI COMMUNITY PLAN UPDATE

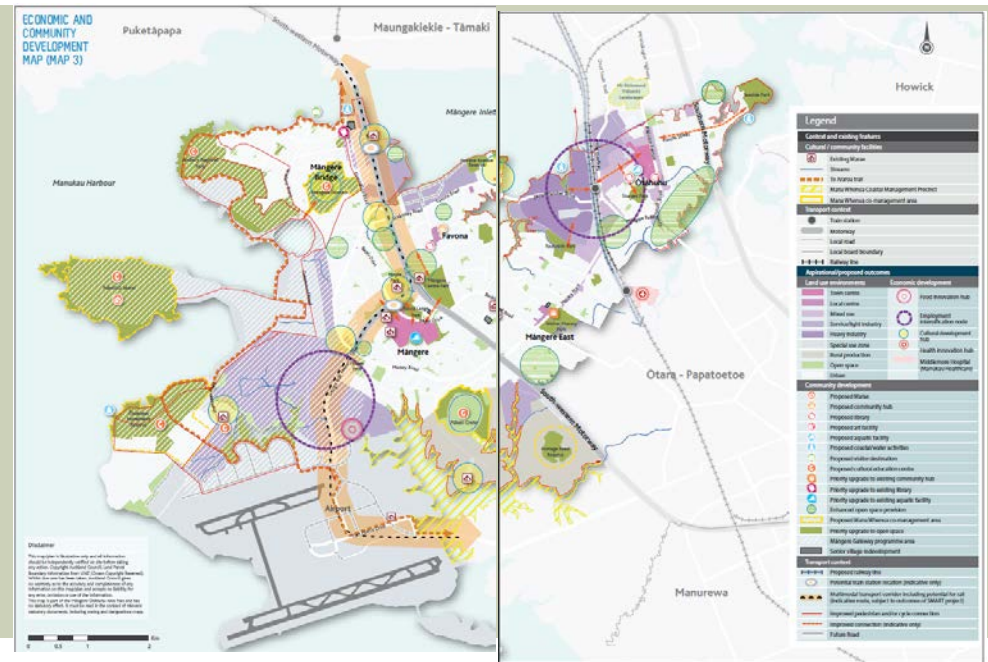
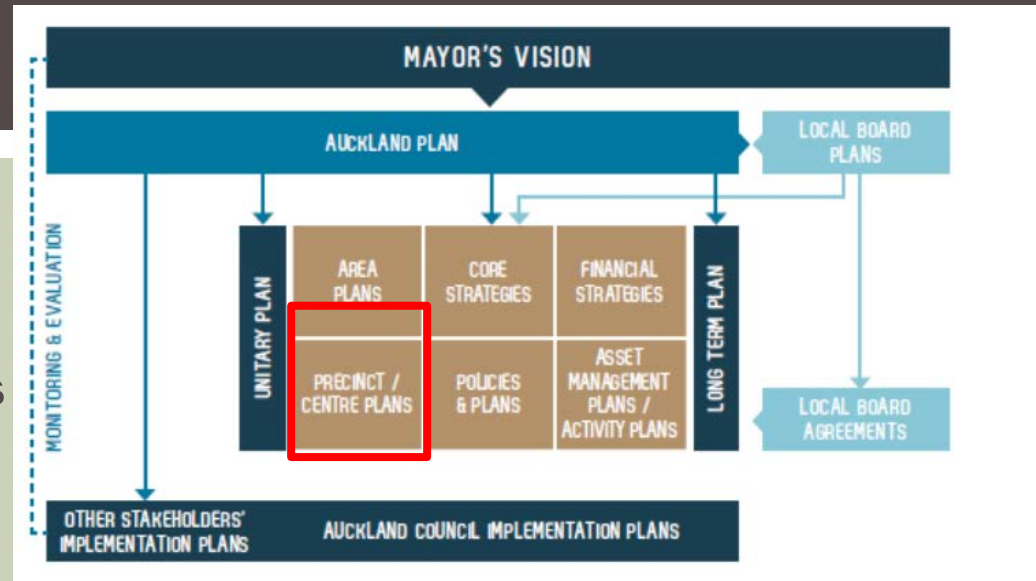


HAHEI COMMUNITY PLAN

- **What are Community Plans?**
- Communicate issues, potential opportunities/solutions to achieve an overall vision for a community
- Vehicle for a co-ordinated approach to engage the community (one voice)
- Simple and accessible but need to be accurate and informed by facts (traffic management plan)
- Based on work already done (what we already know)
- Can spacially represent opportunities/key projects to achieve the vision
- Need community buy-in otherwise goal and outcomes at risk
- Useful to inform Council's budgeting process/planning LTP/AP process and other delivery agencies (i.e. Doc, WRC etc)
- Useful action schedule and timing

SOME EXAMPLES – AREA PLANS

- Area Plans – Auckland
- Provide a conduit from the Auckland plan to other regulatory processes such as the Unitary plan
- Also align Council budgetary prioritisation by informing the Long Term Plan
- Able to pick up on aspirations set out through the Local Board Plans
- Theme based – picks out Key moves + Economic, transport infrastructure, Natural, heritage/character
- 10 year prioritisation plan



■ ACTION SCHEDULE

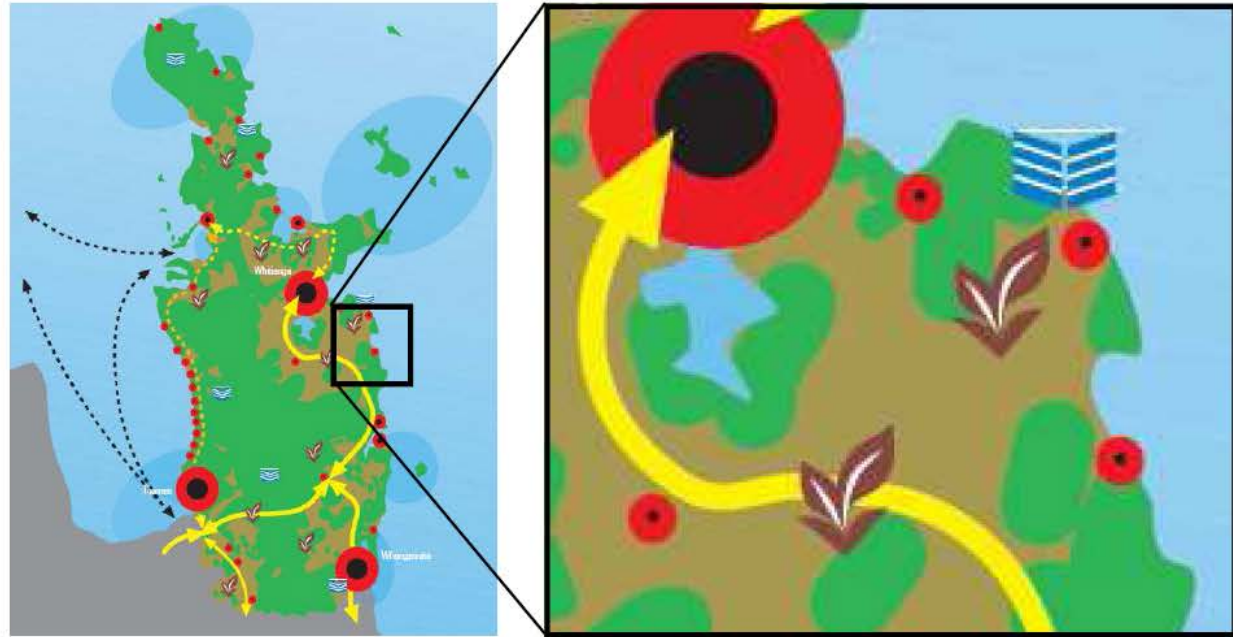
- Project name
- Timing
- Funding Status
- Funding Agent

Project/Initiative	Expenditure		Funding status (may be subject to review)	Funding agencies
	2012-2015	2016-2022		
Manukau Harbour Restoration Project and Kaitiaki projects - improving how the coast, streams and riparian area are managed	✓	✓	Funded	Watercare Services Limited, Auckland Council
Māngere Wastewater Treatment Plant upgrade	✓	✓	Funded	
Hunua No 4, water main trunk pipeline	✓	✓	Funded	
Central Wastewater Interceptor project (trunk sewer line): Stage One	✓	✓	Funded	Watercare Services Limited, Auckland Council
AIRPORT AND SURROUNDS				
Continue to promote the Food Innovation Hub, to provide and help fund new facilities for businesses (by working with central government and the council)	✓	✓	Funded	ATEED, Auckland Council, Government
Auckland Airport second runway development and new domestic terminal	✓	✓	Funded	AIAL
FAVONA				
Norana Park development		✓	Funded	Auckland Council
MĀNGERE/MĀNGERE EAST				
Māngere Town Centre upgrades and renewals including all weather canopy and toilet upgrades	✓		Funded	Auckland Council
Māngere Moana-nui-ā-Kiwa Leisure Centre repairs and extension to outdoor pool	✓		Funded	Auckland Council
New Road Connection (Windrush Close to Waddon Place)		✓	Funded	Auckland Transport
Corridor Management Plan (Massey Road/ Māngere Road)	✓		Funded	Auckland Transport
Corridor Management Plans (Favona, Walmsley Road, and James Fletcher Drive)	✓		Funded	Auckland Transport
New playground and toilet upgrade (Massey Park).	✓		Funded	Auckland Council
MĀNGERE BRIDGE				
Old Māngere Bridge redevelopment	✓		Funded	NZTA

COROMANDEL LOCAL AREA BLUEPRINTS 2012

Blueprint priorities:

- Rural centres (Cooks Beach, Hahei, Hot Water Beach)
- Principal travel route to Whitianga (yellow arrow)
- Bound by areas for protection (dark green)
- Access to key conservation areas
- High quality soil



Transport headline

In the year 2050:

- Scenic walking tracks connect Cooks Beach and Hahei with the jewel of Mercury Bay South's crown - Cathedral Cove.
- Works around Cathedral Cove and Cooks Beach have helped with route security, parking and access.

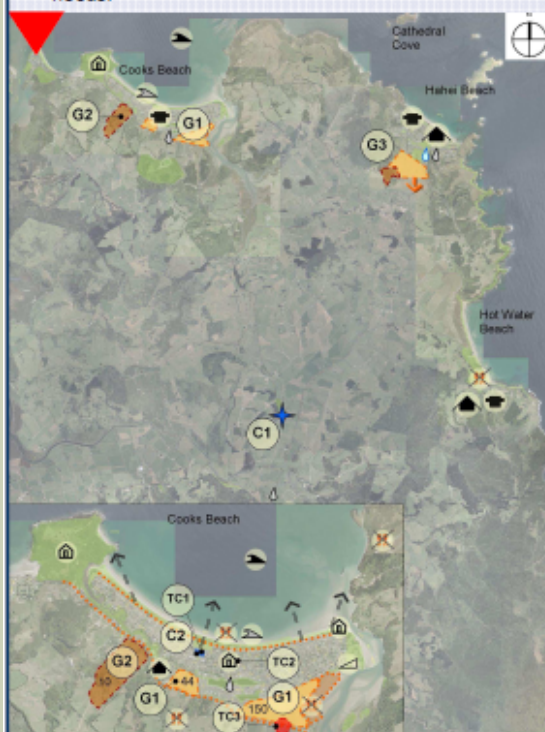


Transport	
Spatial actions	Key:
T1 Investigate alternative access to Cathedral Cove	Proposed parking
T2 Cathedral Cove carpark extension	Existing shops
T3 Cathedral Cove Park and Ride enhancement	Existing slipway
T4 Upgrade the one lane bridges and the ford at Ferry Landing	Bridge upgrade
T5 Secure alternative exit from Cooks Beach	Tsunami risk
T6 New road connection Cooks Beach	Existing campground
T7 Mercury Bay Shuttle Service extension	Proposed walkways
T8 Investigate coastal walkway	Develop passenger transport link
T9 Establish estuary walkway	Proposed passenger transport stop
T10 Expand vehicular ferry services to Ferry Landing	Proposed park and ride
Non-spatial actions	Historical / character value
N/A	Ferry service
	Flooding problems
	Water shortage area
	New road link
	Coastal erosion risk

Land use headline

In the year 2050:

- The village atmosphere of Cooks Beach has been retained through limiting residential development to the Structure Plan area south of the settlement.
- A new small petrol station on Purangi Road meets local needs.



Growth	Town Centre	Key:
Spatial actions	Spatial actions	Existing shops
G1 Cooks Beach greenfield growth	TC1 Develop community node	Existing slipway
G2 Cooks Beach rural growth	TC3 Commercial development	Tsunami risk
Non-spatial actions	Non-spatial actions	No scope for growth
G3 Future Hahei greenfield growth	TC2 Character protection	Historical / character value
G4 Hazard assessment and management plan	Community	Flooding problems
	Spatial actions	Water shortage area
	C1 Establish refuse transfer station	Important view shafts
	Non-spatial actions	Existing fire station
	C2 Fire station relocation	Future residential growth
		Rural residential growth
		Number of potential dwellings
		Future retail growth
		Development set back
		Coastal erosion risk
		Proposed refuse transfer station

CURRENT ISSUES THROUGH HBPRA FINAL POSITION

1. Fix Hahei's Current Traffic Congestion
2. Outcomes of TCDC's Traffic management report
3. Long term traffic strategy
 - Visitors clearly understand parking options – Action?
 - Busy summer – but must recognise ratepayers rights – Action?
 - Visitor Pays – Action?
 - Other traffic Solutions – Action GPS, Hahei Pedestrianisation
4. Co-ordinated timing around Pa Rd parking DP outcomes
5. Grange Rd Pay and Display Parking (no overnight)
6. Cathedral Coast Walk
 - Community support concept of walk - however need long term plan
 - Support walk north from Whitianga
 - Oppose incomplete walk south of Hahei
 - Oppose lees road footpath (safety, Traffic due to crossing Purangi), parking congestion on Lees Road)
 - Support a coastal walk from Purangi Estuary to Cathedral Cove



Proposed Great Walk - From Hot Water Beach to Ferry Landing

Job Number	SUPPORT1001
Prepared By	A. Harford
Date	23/03/2010
Status	Draft
Population	12750



Proposed Great Walks

- Hot Water Beach to Blow hole
- Blow hole to Ferry Landing



Map Rotation: 30°

Scale When Printed @ A3

1 0.5 0 1 2

1:25,000

0 0.5 1 2

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KEY QUESTIONS AND WHAT NEXT

- Community Plan – run by the community
- What role does TCDC have (participation of workshops joint decision making)
- Draft plan vs questionnaire for consultation
- Logistics around consultation – draft plan/questionnaire + letter drop + Processing the feedback and finalising draft plan
- Costs Council can provide mail merge list \$1000 for 1000 people includes paid return envelopes – questionnaire design \$300

- Establish representation from Community Groups
 - Hahei beach ratepayers Association Inc set up regular meetings
 - TCDC participates
 - Focus Groups
 - 2 Key focus Groups – Transport Parking + Lees Road Walk Group
 - Iwi Doc WRC

- Issue opportunity, threat weakness identification (review)

SWOT WORKSHOP (S)

- SWOT for Key topics
- Number of meetings happening – need to consolidate and finalise with workshop.
- Key strengths for the community - i.e. what currently works, what are the bottom lines that can't change
- Key Weaknesses - i.e. what is causing the major issues
- Key Opportunities - Looking at ways of addressing the weaknesses and enhancing existing strengths
- List any threats or things that may challenge any of the opportunities

Theme	Category	Actions/Projects
Growth/future (closely tied to Infrastructure)		
	Land Use	
	Town Centre	
	Tourism	
Social/Community		
	Health and Safety	
	Education	
	Safe Communities	
	Community infrastructure	
Economic Development		
	Tourism	Coromandel Great Walks - Lees Road Walk
	Service Industry	
	Farming	
	Retail	
Environmental	Coast	
	Harbours	
	Marine	
	Native Bush	
	Headlands/ridges	
	Reserve management	
	Rivers	
Cultural		
	Iwi	
	History/other cultural issues	
Infrastructure		
	Sewage	
	Water	
	Stormwater	
	Roading (includes parking and transport)	Lees Road car park, Grange Road Car park etc
	Solid Waste - Rubbish collection etc	
Governance/Rules/Other Organisations		
	District Plan Rules	
	Community Plan	
	Community Board	
	Great Walks trust	
	DoC	
	IWI	
	WRC	

TIMELINE

Task- For the Community Plan	Time (rough)
Set up steering group/ stakeholders (Community groups + others TCDC + WRC? + DoC + NZTA + IWI? -	
Initial meeting with steering group to review existing plan and address what want Community plan to achieve+ issues + Opportunities + vision statement + Any Key Actions	Currently on going – need to set a date to finish this with a workshop 1 day
Draft Document	1-3 weeks depending on graphics etc
Test Draft With Steering Group	1 day
Finalise Draft for Consultation	1 week
Approve Consultation Plan	e-mail
Consultation period	1 month
Review consultation results	3-4 weeks
Amend Draft	1-3 week



Order of St John

Hahei Ambulance Station

*“Small village charm meeting the demands
of the 21st century”*



Order of St John

Hahei Ambulance Station

Does community demand warrant our presence?

Demand profiles

Since the initial Hahei Community Plan (drafted in 2005), Hahei has grown from strength to strength

With the continued influx of local populous and holiday makers the demand on local services grows

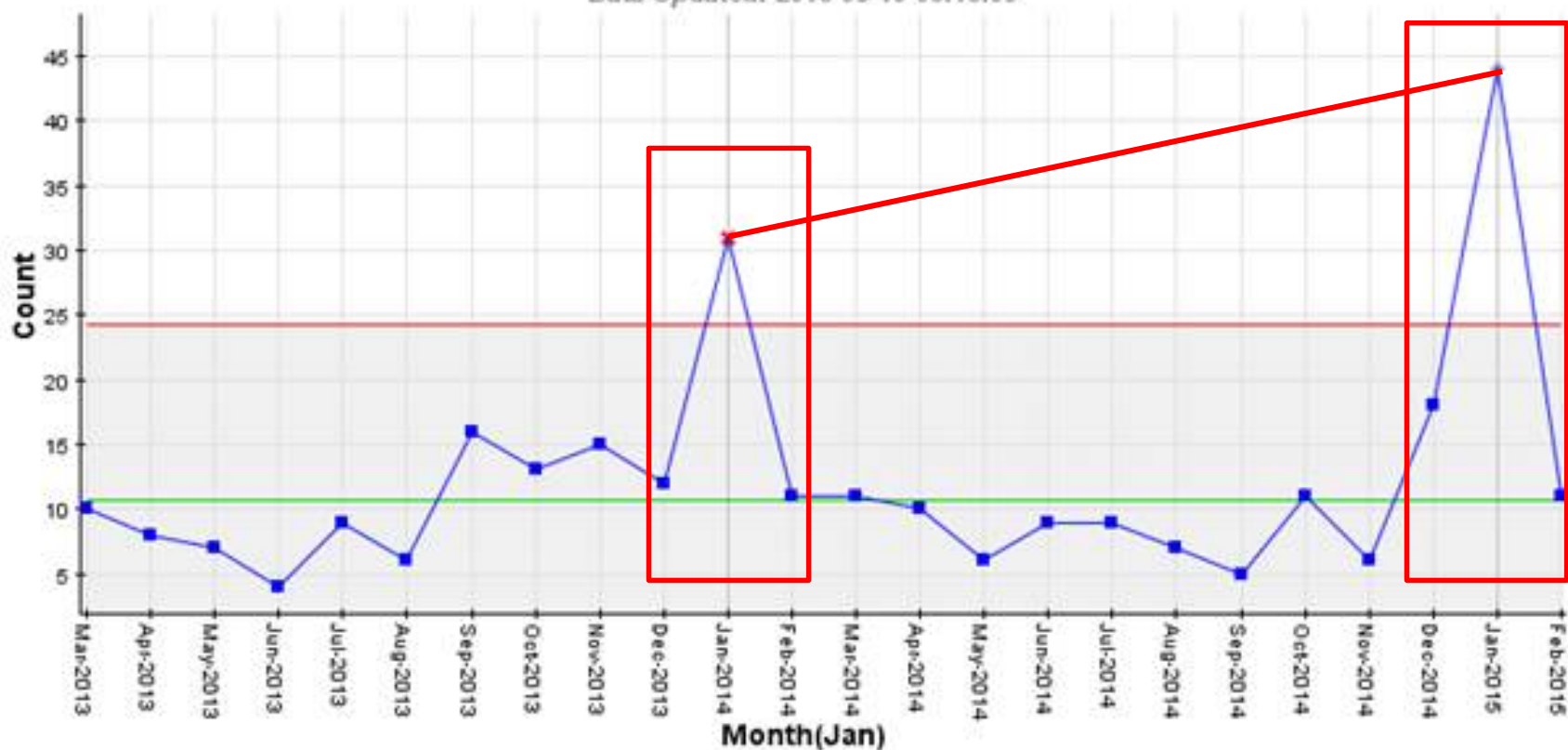
Emergency services are having an ever increasing workload in traditionally low work areas

A comprehensive emergency services plan is required to support the community into the next 10 years and beyond

Community Demand (24 mth)

Incidents (EAS) : Hahei

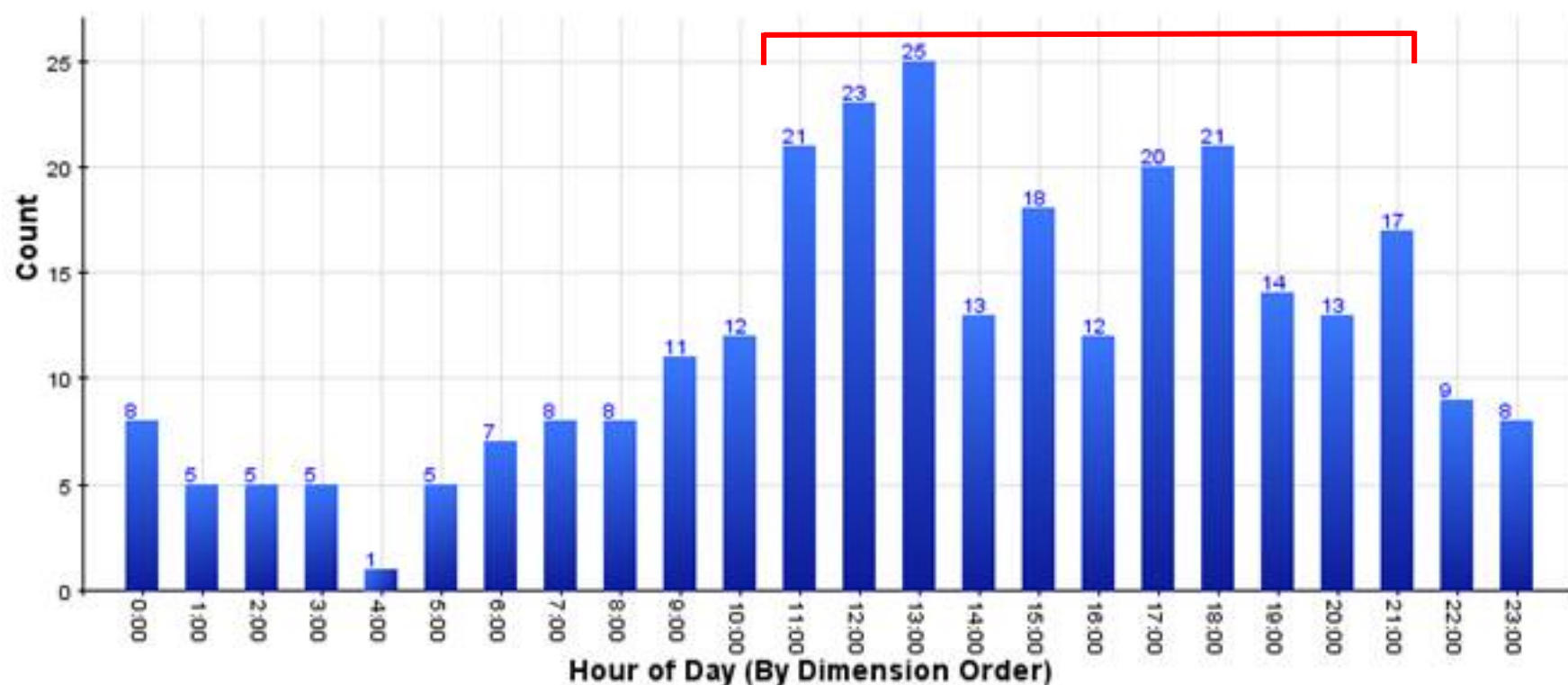
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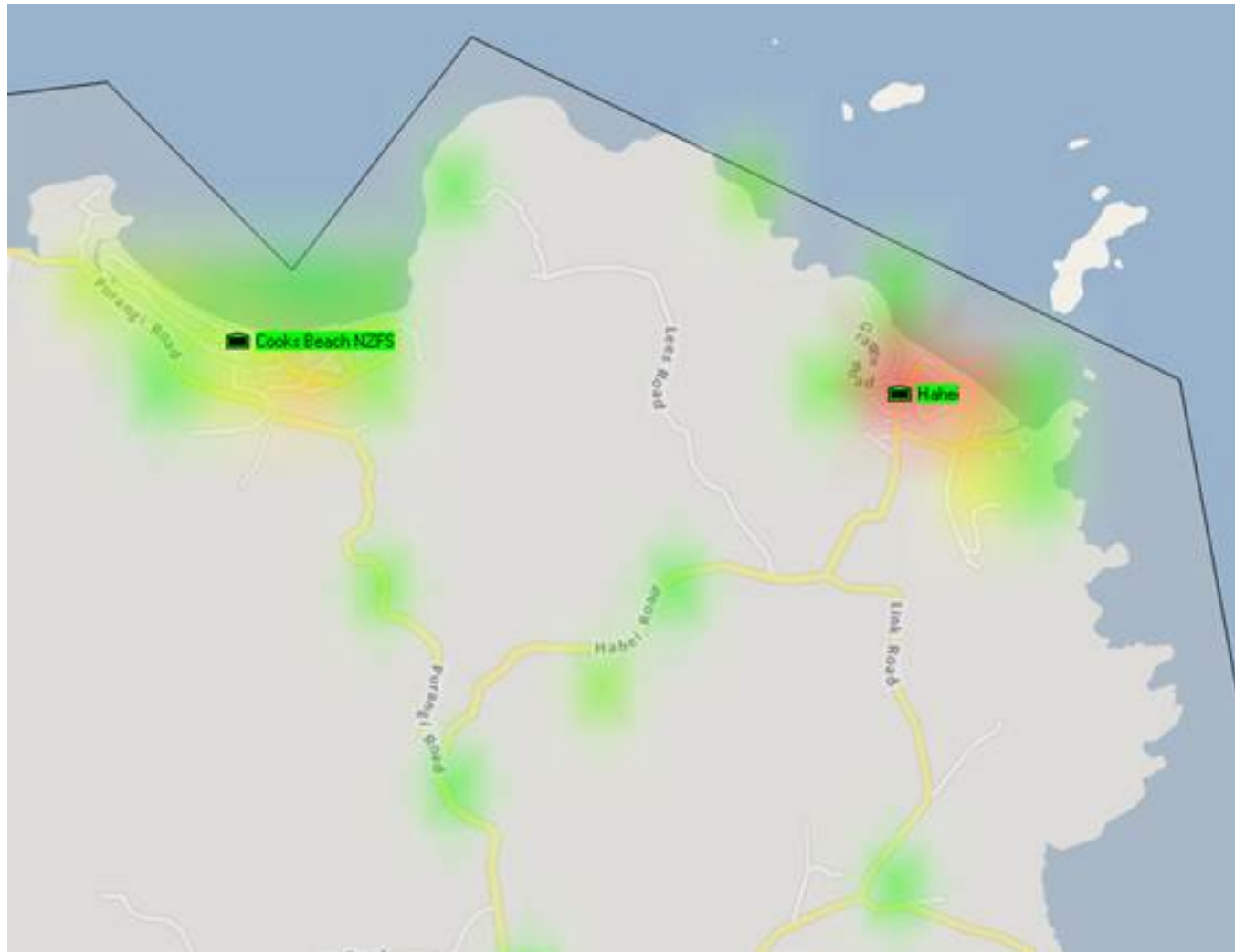
Community Demand (24 mth)

Num. Incidents (EAS) : Hour of Day

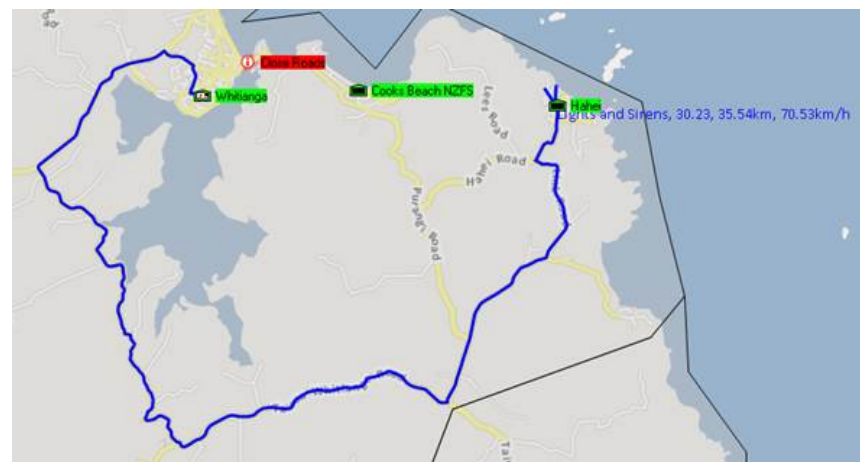
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Community Demand



Current Situation



Whitianga → Hahei
30 minutes

Tairua → Hahei
28 minutes

Proposed Plan

- Site development to allow for a dedicated base of operations
- Eventual development of a permanent structure incorporating multiuse facilities
- Development of an emergency services hub between Coastguard, NZ Police and St John

Additional Benefits

- Multipurpose facilities offering the ability for
 - Local GP clinics
 - District Health Nurse clinics
- Specialised diagnostic equipment linked to tertiary medical facilities for fast and accurate diagnosis of potentially life-threatening conditions
- Delivery of world class primary health care to the Hahei community

What St John needs

- To maintain an ambulance service to the community
- A parcel of land to lease off the TCDC in the Hahei town
- We need to have this operation built and functional for the next holiday season.
- We will build a re-locatable house and Garage fit for purpose on the land
- We will expedite this in order to maintain an ambulance service in Hahei



▶ Thank you



St John
Here for Life