

Te Ara O Hei- "The Path of Hei" (Coromandel Walks) - Project Fact Sheet # 12

LEES ROAD CAR PARK OPTIONS

What were the other car parking options that were considered to Lees Road Car Park?

In November 2013, a feasibility study was undertaken by Miles Media and TRC Tourism (<http://www.tcdc.govt.nz/Your-Council/Council-Projects/Current-Projects/Coromandel-Great-Walks-Project/First-Walk-under-development/>) The report recommended that "the construction of a new, scalable car park off Lees Road providing alternate access to Cathedral Cove. This would help solve significant existing problems with Grange Road car park which suffers from significant congestion issues for large parts of the year. In addition to solving traffic issues, the new Lees Road car park would be supported by shuttle services and would be an opportunity for a purpose built car park with landscaping, and facilities such as toilets and upgrade of Lees Road to create a positive first impression of the walk. Equally, the walking route from the car park would generate a critical northern link to Whitianga.

MWH Peak Summer Traffic and Parking Assessment

The MWH Peak Summer Traffic and Parking Assessment, informed by traffic surveys over the 2015/2016 summer period, strongly recommended the need for additional car parking, needed now to accommodate existing visitors to Cathedral Cove, but also additional parking for accommodate Visitor demand to Cathedral Cove, regardless of any walking project.

The analysis also identifies that, without the Lees Road car park, the existing Hahei Village Entrance Car Park (129 spaces) will not be sufficient to meet either the existing or future demand. With a 150 space car park at Lees Road, a 129 space car park at the Hahei Village entrance would provide sufficient capacity up until 2017. From a capacity perspective, a 500 space car park at Lees Road is required alongside a Park and Ride service to support visitors to Cathedral Cove by 2019, with or without the Walks Project.

Options considered

Expand Grange Road

The MWH report discounted expansion of Grange Road car park as this would not reduce traffic levels in the village and would exacerbate existing economic and social issues associated with excessive vehicle movements during the summer in the village. DOC has investigated the feasibility of expanding the Grange Road car park but found that there was little scope to expand the Grange Road car park due to geotechnical issues and costs associated with this.

Hahei Beach

Development of the area located to the south east of the main beach car parking (accessed via unsealed driveway form Harsant Ave) was not adopted due to inappropriateness of further developing parking along beachfront, which would potentially impact on the amenities of residents and the Village. This location was also considered to run contrary to the preferences of Ngati Hei, (limiting development of coastal areas) as key project partners.

Kotari Reserve

Parking at the Kotari reserve was strongly opposed from Community Groups and the Mercury Bay Community Board, as a much needed community asset, and potentially providing for a future Surf Lifesaving building.

Formalising on-Street in Hahei Village

Formalising on-street parking was also looked at and could be considered as a longer term future option. However, initial indications are that residents were keen to retain grass berms and felt the added complications around visitor parking would be difficult to manage and enforce.


Large Car park on outskirts of Hahei Village

A large car park on the edge of Hahei Village was not considered appropriate given the potential impact on the Village aesthetics. Unless tastefully developed a parking facility could be seen as an eye-sore and may be empty for parts of the year. A Car park on the edge of the Village would also not address vehicle volumes on Hahei Beach Road, and without clear signage, could result in traffic continuing to the Village. To add to this, the cost of land would be higher closer to Hahei Village and would represent a less value for ratepayer when compared to lower value land such as Lees Road. A shuttle service would still be required from a car park outside the Village and would not provide a direct "park and walk" option to Cathedral Cove. Additionally shuttle buses would still be required to travel up Grange Road.

Lees Road Options

An options analysis was also undertaken on properties on both sides of Lees Road to determine whether a more suitable car parking location was available. In summary, a number of sites provided adequate land area for a car park development, however were not considered as suitable as 120 Lees Road (the Carter property). All properties either did not provide direct or feasible access to a coastal walk and link to Cathedral Cove and north to Stella Evered reserve, or required significant roading improvements and widening that would be cost prohibitive or unsafe. Some sites were also further from Cathedral Cove or required a number of land owners to co-operate to provide access or land owners were not interested or required. The preferred site 120 Lees Road provides a walking route that is of similar distance to Grange Road. The route is on easy terrain and provides a link north to Whitianga via one landowner.

Below is a summary of Pros and cons for Lees Road Car park location:

Location	Pros	Cons
<p>282 Lees Road</p> 	<ul style="list-style-type: none"> <input type="checkbox"/> Property directly adjoins DOC land and relatively easy connection to Cathedral Coast Walkway. 	<ul style="list-style-type: none"> <input type="checkbox"/> Additional road widening to top of hill required higher costs than location closer to Hahei Road. <input type="checkbox"/> Landowner looking to sell and receptive to development of land for car park uncertain. <input type="checkbox"/> Additional safety work required for access to site on road bend.

330 Lees Road






- Large site could accommodate 500 car parks
- Owner approachable

- Access to Cathedral Cove and Walkway through adjoining neighbours due to steep topography and limited esplanade reserve
- Upgrade length of Lees Road likely to result in substantial costs

280 Lees Road



- Existing farm fully developed - little room for car park
- Vehicle access right past existing house window.

<p>355 Lees Road</p> 	<ul style="list-style-type: none"> <input type="checkbox"/> Large site directly accessible to cathedral Coast walking track along Lees road <input type="checkbox"/> Could be separated from fenced and planted relatively easily 	<ul style="list-style-type: none"> <input type="checkbox"/> Requires upgrade of all of Lees Road. <input type="checkbox"/> Owner agreement required - uncertain <input type="checkbox"/> Still relies on another access to Cathedral Cove
<p>355 Lees Road</p> 	<ul style="list-style-type: none"> <input type="checkbox"/> Flat large area of land easily developed for car parking 	<ul style="list-style-type: none"> <input type="checkbox"/> Pedestrian access across Lees Road dangerous - may have to provide for underpass <input type="checkbox"/> Owner agreement required - uncertain <input type="checkbox"/> Still relies on another access to Cathedral Cove
<p>335 Lees Road</p> 	<ul style="list-style-type: none"> <input type="checkbox"/> Corner of property could possibly be developed, however working macadamia farm. 	<ul style="list-style-type: none"> <input type="checkbox"/> limited space for Car park may not accommodate 500 spaces - needs further investigation <input type="checkbox"/> Requires the upgrade for the length of Lees Road likely to result in substantial costs <input type="checkbox"/> Still relies on another access to Cathedral Cove <p>2.</p>

Stella Evered - 375 Lees Road



- Memorial Park has existing public access
- Existing working relationship with the trust
- Could further improve the park

- Relatively isolated and relies on another access to Cathedral Cove.
- Full upgrade of Lees road required at substantial costs.

Land on outskirts of Hahei



- Lots of land for car park location
 - Longer term could be developed comprehensively however would require a co-ordinated structure plan to ensure traffic issues are dealt with and supporting infrastructure such as wastewater accommodates outcomes of any such structure plan.
 - Part of land already subject to a structure plan, outcome uncertain at this point.
- Any car parking development needs to be undertaken tastefully as parking facility could be seen as an eye-sore and may be empty for parts of the year.
 - A Car park on the edge of the Village would also not address vehicle volumes on Hahei Beach Road, and without clear signage, could result in traffic continuing to the Village.
 - High land values and more expensive to ratepayer to develop and would represent a less value for ratepayer when compared to lower value land such as Lees Road.
 - A shuttle service would still be required from a car park outside the Village and would not provide a direct "park and walk" option to Cathedral Cove. Additionally shuttle buses would still be required to travel up Grange Road.