

**ISSUE 1 : Tirohanga / Opotiki to Waiaua Section – Erosion, Earthworks and Land disturbance Concerns**

**General Response**  
 Submissions have raised concerns about the impact of the proposed trail on erosion and vegetation in the Coastal Environment. This is an important consideration and triggers the requirement for resource consent. A draft consent application has been prepared and is supported by expert reports, commissioned specific to the proposal, assessing Erosion Hazard, Landscape and Ecological effects of the proposal. Each of these reports considered that proposed trail had little effect on erosion in the backdune and no effect on the foredunes. They also note that for much of the dunes, the environment and indigenous vegetation is, for the most part, in a degraded state due to past human activity and that proposed mitigation measures, in particular revegetation, will benefit both stability and biodiversity in the backdunes. The Erosion Hazard Assessment recommends that to avoid possible effects to the trail of natural cycles of coastal erosion it is recommended the trail be located 10-15 metres inland from the crest of the foredune. In the proposal, most of the trail is located between 20 to 50 metres from the crest. It may be helpful to clarify that the trail occupies the backdunes - it is the foredunes that are most vulnerable and the focus of programs such as Coast Care.

Respondent	Points Raised	Outcome sought (if stated)	Working Group Response
Confidential	Boardwalks along dunes apparently cause little damage and require no earthworks. They are made of planks of wood, joined to thick cable somehow pinioned in the dips.	Consider boardwalks as an idea.	<p>Sand Ladders (as described) are used at some sites to provide access tracks to the beach over foredunes. They are designed so that they can be lifted or lowered to accommodate changing sand volumes. They are not useful on more stable back dune situations. They may be useful where access from the trail to the beach is to be formed</p> <p>Similarly board walks are used to form tracks over sensitive vegetation or wetlands. Neither of these situations are encountered along the trail.</p> <p>Boardwalks cost approximately six times more than the proposed aggregate surface and are expensive to maintain.</p>
Confidential	The Tirohanga residents' real concerns are privacy. The residents' various tracks to the beach cause erosion and make a mockery of this line of attack.	I would like DoC to follow up on issue of batch owners causing erosion on our sand dunes.	Prior to the advent of the cycleway DOC staff had commenced work to address erosion at specific access points from houses to the beach. DOC is a partner in Coast Care, both share objectives to work with local communities to enhance the coastal /dune

			environment. Where erosion has been exacerbated by pedestrian access this will require some commitment from local residents. In partnership with residents, DOC can direct Coast Care resources to these sites for the next planting season.
B James	I note some of the concerns about damage to the sand dunes. How about the damage local residents are already causing by creating accessways from their properties down to the beach. (Photos provided).		See 'General Response'
D Briscoe	Photos in the resource consent application are conveniently absent of where the dunes will be most disrupted and where the earthworks will be most devastating – i.e. E1 to 2b.	Reroute the cycleway away from the beach prior to the Tirohanga Bluffs/stream and run it alongside SH35 past the residential area before entering the dunes again and using the old vehicle track from Kellys Beach to the corner of the Waiaua River.	Checked and confirmed that E1 – E2 is on the web site and submitter has been advised.  State Highway option addressed in 'Alternative Alignments section'
D Briscoe	Concerned about statements in the resource consent application that trail 'over widening' will depend on site topography, up to 10m in width. This scale of earthworks and vegetation disturbance is alarming and unacceptable. The fragile infrastructure of the dune system is unlikely to survive this scale of devastation.	Reroute the cycleway away from the beach prior to the Tirohanga Bluffs/stream and run it alongside SH35 past the residential area before entering the dunes again and using the old vehicle track from Kellys Beach to the corner of the Waiaua River.	Overwidening refers to vegetation clearance or earthworks required on either side of the track in locations where benching or filling is required to maintain a consistent gradient. This will vary but the maximum extent will be up to 10 metres in width. For the majority of the trail it will be considerably less than this.  State Highway option addressed in 'Alternative Alignments section'
R Tee	You are messing with nature where sea meets the land in what is classified as an erosion hazard zone. Opposed to any part of the cycleway being through sand dunes but realise the determination of DoC and I accept that some parts of the dunes may be sacrificed so that the	Reroute the cycleway to SH35 from the Opotiki side of the bluff to the end of the existing limited speed zone at the end of the houses.	Coastal Erosion Hazard Report; (summary p12) <ul style="list-style-type: none"> <li>strongly recommends the trail be kept at least 10-15 metres from the top edge of the eroding dune face – less than 300 metres of the 8.5 km trail will be between 10 &amp; 15 metres;</li> <li>identifies the most vulnerable section to be</li> </ul>

	'jewel in the crown' of the cycleway is not lost. Believes the most vulnerable areas of the dunes are at Tirohanga.		between Snells Rd and Tirohanga Stream. • State Highway option addressed in 'Alternative Alignments section'
J Aldridge	How do designers propose to keep more adventurous cyclists e.g. bmx and MTB from moving off the proposed dedicated trail at will to damage the fragile dunes?	Reroute along the state highway verge.	For even the most adventurous cyclist riding a bike over soft sand or through the type of vegetation encountered in the dunes is difficult, slow and not likely to be enjoyable. The surfaced trail will be preferable.
L Palmer	The planned design through the sand dunes is not appropriate and will lead to escalation in erosion in a timeframe earlier than could have been expected.	I require written confirmation that should erosion occur that DoC meet all repairs and costs to remedy the situation and that this not be inflicted on Opotiki ratepayers and that the do nothing option (no barriers/rocks etc. to form a barrier) will not be acceptable.	The Coastal Hazard Assessment notes (p11); that the disturbance (earthworks) is not likely to lead to any significant wind erosion or water erosion and recommends revegetation on exposed sand. Revegetation is proposed as part of the project. The partner agencies will revegetate all exposed sand as a result of earthworks. No guarantees can be made about the much larger issue of naturally occurring coastal erosion processes.
C Trotter	Public use of a general nature on a pathway through the sand dunes will not be in the dune's best interests.	Opposes dunes section	The Coastal Hazard Assessment notes (p11) that the trail will result in increased use of the dunes, this is largely desirable in terms of enhancing public access and amenity use of the coastal public domain. The Landscape Assessment (p15) refers to section 6(d) of the RMA which supports public access to the coast, that much of the existing vegetation has been subjected to recent grazing is 'not pristine' and; that overall the proposal is a public benefit.
J Caves	The dunes have eroded significantly since I brought property at Tirohanga in 1959. The eroding sand dunes need careful monitoring. A cycleway through the dunes is not a	Reroute the Tirohanga section from Wairakaia Road or Tirohanga Road alongside the road.	Coastal Hazard Assessment discusses cyclical erosion / accretion in the BOP over recent decades. The period 1978 – 92 the dunes advanced; since '92 they have eroded 20-25 metres; and suggests that this is the cyclical

	wise move because of the unstable environment.		limit. The trail is typically set back at least 20metres from the dune face and not likely to be threatened, and will not accelerate natural coastal erosion / accretion process.
D Skelley and C Mackenzie.	We are opposed to putting the trail in the fragile coastal environment.	Reroute track at Tirohanga to the roadside verge.	See 'General Response'  State Highway option addressed in 'Alternative Alignments section'
East Coast Conservation Board	Supports Tirohanga dunes section. While the board has previously opposed non-walking access to the dunes, it is confident that the trail is designed to have a very low impact on the dunes by minimising earthworks and generally following the natural contours.		Supports the managed approach presented in the proposal for improving public access to the coastal environment
N and J Jaffarian	We belong to an unofficial coastcare group that has planted vegetation and we try to educate the public about vehicle use. Erosion at Tirohanga makes us believe it would be irresponsible to put a 2.2m wide cycle trail through the dunes. As far as we are aware no serious trails have been undertaken of the consequences and we feel it will be too late to deal with these consequences if a trail proceeds.	Opposes dunes section and seeks rerouting along the state highway	Appreciate efforts to date and support establishing an 'official' coastcare group to supply resources and technical advice.  Track construction in a coastal environment/ sand country is not new – there are many examples of walk tracks eg; Spirits Bay, Karikari Peninsula; Poutu Peninsula; Whananaki; Catlins; QEII Park, Paraparaumu; Bottle lake, Christchurch
NZ Forest and Bird Society Eastern Bay of Plenty Branch	The route chosen should be as far back from the crest of the foredune as possible. The Coastal Erosion Hazard Assessment highlights the risk of a breach of the dune west of the Tirohanga Stream. Serious consideration should be given to relocating the route in this section. The route design should also include	The society seeks the following conditions on the resource consent relating to preservation of the dune environment: <ul style="list-style-type: none"> <li>• Recommended route amendments so the track remains 10-15m from the top of the eroding dune face.</li> <li>• Specified routes to the beach to be provided, utilising existing tracks.</li> <li>• Stockpiles to be in modified areas and</li> </ul>	<ul style="list-style-type: none"> <li>• Agree, less than 400 m of the 8.5km trail is located no closer than 10-15 metres from the dune face. The majority is set back 20 -40metres</li> </ul>

	<p>periodic formed tracks giving access to the beach at suitable places (with sand ladders etc) for picnicking and observation points. Existing tracks should be utilised where possible rather than creating new ones.</p>	<p>should be restored following construction.</p> <ul style="list-style-type: none"> <li>• No motor vehicles of any kind to be permitted on the cycleway and physical barriers to be installed to prevent this at all potential entry points (SH 35 west of Waiauua, Kelly's Beach, Tirohanga, Waikaraka Rd and Snell Rd [check] )</li> <li>• Promulgation of by-laws to prohibit motor vehicles from the track and the adjoining beach area (this may require legal road stopping?). There may be an issue in preventing vehicles entering the cycleway from the beach, therefore a review of the beach by-law may be required).</li> <li>• Some modification of existing beach access areas such as Hikuwai will be required to achieve this.</li> <li>• Initiation of a coast care programme, especially in the middle section where erosion is greatest.</li> <li>• Interpretation and information signs at entry points to reinforce the key messages of keeping to the track, taking out all rubbish etc, and identifying beach entry points and toilet facilities. The latter is an issue for the entire trail.</li> <li>• A Monitoring programme and review mechanism of the track and track use.</li> </ul>	<ul style="list-style-type: none"> <li>• Agree, specific access points will be developed in conjunction with Coast Care</li> <li>• Agree re stockpiles</li> <li>• Agree, other than permitted service vehicles, motor vehicles to be banned, barriers to be constructed at potential entry points.</li> <li>• Review of beach by law will be problematic; agree to either road closure or bylaw to prohibit vehicles on cycletrail subject to due process</li> <li>• From recent experience there is insufficient support for a bylaw to prohibit vehicles on Hukuwai Beach</li> <li>• Agree, Coast Care resources can be directed to this section of beach</li> <li>• Agree, interpretation and information panels are part of the project</li> <li>• Agree, monitoring of use, and associated effects to be undertaken annually by DOC Track inspectors and biodiversity staff</li> </ul>
<p>R Shadwell</p>	<p>Considers dune section a gross vandalism that will exacerbate erosion. DoC has campaigned for years to keep people from sensitive area so why introduce hordes of people?</p>	<p>Reroute trail from town along the river to Waioeka River mouth then along the Otara River crossing and dunes to Wairakaia Road where it diverts to SH35 and onto the Motu section. (Map provided).</p>	<p>The Coastal Hazard Assessment (p11); 'the trail will result in increased use of the dunes, this is largely desirable in terms of enhancing public access and amenity use of the coastal public domain'. The Landscape Assessment (p15) refers to section 6(d) of the RMA which supports public</p>

			access to the coast, and notes that much of the existing vegetation has been subjected to recent grazing is 'not pristine' and that overall the proposal is a public benefit. Further assessment of 'sensitive area' included in Ecology section, below.
C and M Chalmers	The map is at least 4 years old and at least 10m more of erosion has occurred. A cycle trail through fragile dunes is an incongruous idea. Climate change has exacerbated erosion. Now we only have one dune system left. Bringing people into this environment is not a good idea.	Opposes entire dune section but if must be included limit to Tirohanga Road.	The aerial photograph is the most recent available in high resolution.  Coastal Hazard Assessment (p13) addresses climate change / sea level rise 'does not require the trail to be located farther landward .... as the accessway is a minor structure that can be readily relocated'  State Highway option addressed in 'Alternative Alignments section'
A Trotter	Promotes alternative alignment along the state highway. Notes a number of advantages including: <ul style="list-style-type: none"> <li>• Preserves environment from wanderings of people, dogs and other animals</li> <li>• Removes potential for non-appropriate vehicles and animals to use the cycleway</li> </ul>	Reroute the dunes trail from Wairakaia Road to SH35 to rejoin the present proposal at Waiaua – total amended distance of 3.8km. Or – lesser option is to connect back to the dunes immediately to the west end of the Tirohanga houses (only 2.5km). Another alternative is to connect nearer to the Tirohanga bridge along a fence line on the eastern end of the residential subdivision alongside the canal verge.	State Highway option addressed in 'Alternative Alignments section'  Other points; Interpretation / Information sign on the trail to the effect; <ul style="list-style-type: none"> <li>• Keep to the Trail</li> <li>• No Dogs</li> <li>• No Vehicles</li> <li>• Investigate bylaw to support these controls</li> </ul>

## ISSUE 2: Tirohanga / Opotiki to Waiaua Section – Wildlife / Ecology / Vegetation / Habitat Concerns

### General Response

Some submissions have raised concerns that the proposed trail will negatively impact on indigenous flora and fauna. The partner agencies are committed to providing a great tourism and recreation opportunity that is readily accessible to the public. The agencies are committed to restoring Tirohanga Dunes Conservation Area and DOC has over the last 10 years worked hard to control and manage weeds/pests inside the reserve. Over recent years we have been managing weed species such as Ice plant, gorse, madeira vine, honey suckle, boxthorn, woolly night shade, pampas and marram grass. We have also over the last 3-5 years been undertaking rabbit control

and in recent months started using night shooting methods and predator dogs. Vehicles and grazing of the dunes over the years have significantly impacted on their ecological values and so last year DOC committed bulk funding to fence the boundary between the state highway and the reserve. Departmental staff have been strong advocates for the amalgamation of informal tracks to the beach and believe that one central track along the dunes, with limited and controlled access points to the beach would be beneficial to the welfare of the dunes. Some mitigation measures will be best addressed by preparing one or more Management Plans for the trail environment and operational matters.

<b>Respondent</b>	<b>Points Raised</b>	<b>Outcome sought (if stated)</b>	<b>Working Group Response</b>
P Simmonds	Initial construction involves heavy machinery that impacts on the flora and fauna of the area. I am told this will be over the winter months to avoid too much sand disturbance. Is this due to less wind pressure or do they hope less residents? Won't ongoing maintenance involve heavy machinery too?	Reroute approx 1km of trail that will impact on the fragile Tirohanga beach environment.	Refer BOPRC 'Erosion and Sediment Control Guidelines' winter shutdown period for earthworks is between 1 May to 15 Sept. Exemptions under s1.5.1 support earthworks in sand country in winter months for the following reasons; no runoff, less dust potential, better revegetation success
P Simmonds	DoC says they will maintain the track. However what I have observed over the last 30 years of its care of Tirohanga leaves much to be desired. There has been no spraying and removal of clumps of succouring bamboo and ginger plant. Admittedly there has been the odd spraying of boxthorn however the dead matter isn't removed and this is a hazard on the ground and where it migrates to the beach.	Reroute approx 1km of trail that will impact on the fragile Tirohanga beach environment.	See 'General Response'
B Hickey	The coastal section of the trail has the potential to enhance not only the environment itself through the daily care by DoC, but also create better environmental awareness & understanding of the ecosystems involved by all the users.	Supports coastal section.	See 'General Response'
D Briscoe	Concerned about statements in the resource consent application that	Reroute the cycleway away from the beach prior to the Tirohanga	See 'General Response'

	<p>trail 'over widening' will depend on site topography, up to 10m in width. This scale of earthworks and vegetation disturbance is alarming and unacceptable. The fragile infrastructure of the dune system is unlikely to survive this scale of devastation. The revegetation that has taken place along the seaward side of the dunes at the entrance to Kellys Beach is very slow growing and there are still large raw areas many months after planting. The dust hazard during these months of revegetation growth will be considerable and the upheaval to the animal and bird life in the dunes extreme.</p>	<p>Bluffs/stream and run it alongside SH35 past the residential area before entering the dunes again and using the old vehicle track from Kellys Beach to the corner of the Waiau River.</p>	<p>The proposed alignment has been selected to minimise earthworks and impacts on significant vegetation.</p> <p>The proposed trail will be located at least 10 – 15 metres from the foredune so will not impact on vegetation in this zone.</p> <p>Reports note that the effects on natural character caused the construction will be minor and that existing vegetation is modified.</p>
R Tee	<p>The dunes between the Drifts and the Rivermouth and the DoC reserve are both examples of where DoC and ODC have failed to maintain or restore vegetation. In the DoC reserve walkway hundreds of plants were planted when the walkway was established. There was no attention after planting. They have died and there is a maze of sandy tracks where vehicles have driven. Opposed to any part of the cycleway being through sand dunes but realise the determination of DoC and I accept that some parts of the dunes may be sacrificed so that the 'jewel in the crown' of the cycleway is not lost.</p>	<p>Reroute the cycleway to SH35 from the Opotiki side of the bluff to the end of the existing limited speed zone at the end of the houses.</p>	<p>See 'General Response'</p> <p>At Huntress Creek the Department in the past has put a significant amount of effort in to trying to restore the dune environment.</p> <p>Tirohanga Dunes is a priority site for protection against vehicles and the Department is committed to continuing its efforts around dune restoration.</p>
J Aldridge	<p>What will be the impact on the northern NZ dotterels nesting and populating the Tirohanga stream</p>	<p>Reroute along the state highway verge.</p>	<p>Over the last three summers we have visited this site and can confirm that there has been no breeding or nesting</p>

	<p>vicinity and what will be done to protect them? Has the nesting site been investigated? What will be the impact on the wekas in the Tirohanga dunes and what will be done to protect them? Has Forest and Bird been consulted?</p>		<p>by dotterels. Staff visit every site in the region at the beginning of the breeding season to confirm this. This is not a core site and is not regularly used for breeding or nesting. The area is small and not ideal habitat. The Department is committed to education and advocacy around the protection of Dotterels.</p> <p>There are Weka in the Tirohanga Dunes area at low to moderate numbers. The proposed trail will provide a good accessway for potential trapping in the future. Weka are an adaptable and mobile species that can live in any type of habitat.</p> <p>Conditions around ensuring that the area in front of where construction will occur is checked for Weka will mitigate any potential impacts.</p> <p>It is proposed to make the dunes a Dog free area.</p>
J Aldridge	<p>What will be the impact on the rare native flying grasshopper and little copper butterfly populations at the Tirohanga dunes and what is being done to protect them?</p>	<p>Reroute along the state highway verge.</p>	<p>The typical habitat for these species is in the vegetation. They breed in the summer and this is when they are most active. Cats are more of a threat to lizards</p> <p>Conditions around ensuring that the area in front of where construction will occur is checked will mitigate any potential impacts.</p> <p>Directing the route along tracks that have already been formed will also minimise any potential impact.</p>
J Aldridge	<p>The ecological assessment for the resource consent states that a</p>	<p>Reroute along the state highway verge.</p>	<p>The ecological assessment was carried out by experts in their field. There are no</p>

	<p>preliminary fauna assessment was done on one cool windy day in September, which was not ideal. Given that construction is due to start next month, what has been done to ensure the ecological assessment was correct?</p>		<p>rare and threatened birds found in Tirohanga Dunes, besides Weka.</p> <p>Further to this Tirohanga Dunes is not ideal habitat for other native bird species.</p>
J Deeley	<p>A cycle and pedestrian trail is an excellent opportunity to educate the public about dunes, vegetation on dunes and wildlife. Education trails are not uncommon overseas and can be seen in other parts of NZ. In other countries where such trails are implemented less people walk on the dunes and less divergent pathways are created through fragile ecosystems as there are recognisable and correct paths to follow. The trail has the benefit of providing easy access to more places than before AND preserving the environment. I am confident in DoC's ability to build a trail that will protect the dune environment and wildlife and put in access to the beach through dunes as they have done at other sites.</p>	<p>Supports the dunes section of the trail.</p>	<p>See 'General Response'.</p>
C Trotter	<p>The machines, like front end loaders, graders and rollers that will be required to smooth out the track with reasonable 'lines of sight' for cyclists to safely ride will destroy the terrain and vegetation for a long time. I understand that rare flora and fauna exist in the dunes. The answer given recently that these things will 'go away or move' is not sufficient. They may go away but will they go away</p>	<p>Opposes dunes section</p>	<p>The trail width of 2.2m wide will allow for two way traffic.</p> <p>Works will for most of the time be confined to the 2.2m wide footprint limiting any potential impacts on the dunes.</p> <p>There are indigenous vegetation species present in the dunes, but nothing that is rare or threatened.</p>

	forever?		
D Skelley and C MacKenzie	Opposed to cyclists going anywhere near the Tirohanga stream as it is a known dotterel breeding area. DoC advertises the dunes as a fragile environment but reverses policy when suits. Opposed to 4000+ cyclists wandering off the track to destroy vegetation.	Reroute track at Tirohanga to the roadside verge.	Over the last three summers we have visited the site and can confirm that there has been no breeding or nesting. We visit every site in the region at the beginning of the breeding season to confirm this. This is not a core site and is not regularly used. The area is small and not ideal habitat. The Department is committed to education and advocacy of the Dotterel.
East Coast Conservation Board	The board is confident the trail will be accompanied by plantings and weed control to enhance the environment.	Supports the Tirohanga dunes section.	See 'General Response'.
N and J Jaffarian	DoC said at 12 <sup>th</sup> January meeting that there were no lizards. We have personally seen black skink. Now they are monitoring for lizards at the 11 <sup>th</sup> hour. These species are so rare that they are a reason to pause and think. While Weka are not endangered, they are nesting right where the proposed track is going.	Opposes dunes section and seeks rerouting along the state highway.	We do not consider that the cycleway will impact on any lizard population.  Cats, rats, dogs & fires are known threats to lizards.  Conditions around ensuring that lizard habitat is checked on the proposed route prior to construction will mitigate any potential effects.
NZ Forest and Bird Society Eastern Bay of Plenty Branch	The route chosen should be as far back from the crest of the foredune as possible. The Coastal Erosion Hazard Assessment highlights the risk of a breach of the dune west of the Tirohanga Stream. This issue is also raised in the Ecological Assessment. Serious consideration should be given to relocating the route in this section. Diverting the track here would have the advantage of the stream and pa site being less-busy sites enabling dotterel and other shorebird	The recommendation in the specialist reports accompanying the application should be put together with other mitigating conditions for the community to consider. The society seeks condition requiring recommended route amendments in the ecological assessment to avoid Muehlenbeckia and other important areas of vegetation/dunes.	See 'General Response'.  There will be some areas where Muehlenbeckia will be impacted. It is proposed to replant and restore the sides of the track with Muehlenbeckia and to maintain these plantings to a mature height confining users to the trail.

	breeding around the stream mouth into the future.		
NZ Forest and Bird Society Eastern Bay of Plenty Branch	It is not clear why a width of 2.2m is required, especially when indigenous vegetation has to be removed to accommodate it, and particularly on steeper grades which will result in up to 10m clearances. Designing the trail to 'fit' the environment would be more appropriate in these circumstances.		See 'General Response'.  A 2.2m wide track is the required National Cycleway standard. Where possible the proposed trail alignment will follow existing tracks.
NZ Forest and Bird Society Eastern Bay of Plenty Branch	The society seeks a range of other conditions on the resource consent relating to ecological concerns.	<ul style="list-style-type: none"> <li>• Aggregate to be sourced from weed-free areas and machinery cleaned before being brought onto the site. (Note the use of coconut fibre matting is questioned unless it has been fumigated.)</li> <li>• No dogs, horses or any other domestic pets or stock to be permitted on the cycleway.</li> <li>• Disturbed ground to be restored to indigenous cover. Construction may need to be delayed until an adequate supply of locally sourced plants is available for the restoration.</li> <li>• Restoration of areas of encroachment at Tirohanga.</li> <li>• Initiation of a coast care programme, especially in the middle section where erosion is greatest.</li> <li>• Track to be maintained as weed-free - weeds are likely to be introduced to the area from users' footwear and bikes.</li> <li>• Ongoing weed and pest control with the area to be defined and the species to be controlled made explicit (e.g. rabbits, cats, rats; coastal banksias, lantana, woolly nightshade,</li> </ul>	The Department agrees with the proposed conditions and will ensure that those identified operational matters are carried through to any management plan.

		<p>boxthorn, privet, periwinkle, blackberry, pampas and gorse.)</p> <ul style="list-style-type: none"> <li>The application only proposes 5m on either side of the track, with priority weeds targeted for up to 20m – this is inadequate.</li> </ul> <p>A special area for interpretation is the Tirohanga pa and stream mouth.</p> <ul style="list-style-type: none"> <li>A Monitoring programme and review mechanism of the track and track use.</li> </ul>	
R Shadwell	<p>Considers dune section a gross vandalism that will damage fauna and flora.</p> <p>DoC appears not to care about the native flying grasshoppers and native skins, or the native falcon. There are a host of other native birds as well as quails and pheasant.</p> <p>Concerned that there will be an ecological disaster if replanting is not in time for rains, the rains don't come or it is windy as well.</p>	<p>Reroute trail from town along the river to Waioeka River mouth then along the Otara River crossing and dunes to Wairakaia Road where it diverts to SH35 and onto the Motu section. (Map provided).</p>	<p>The typical habitat for these species is in the vegetation. They breed in the summer and this is when they are most active. Cats are more of a threat to lizards</p> <p>Quails and pheasant are introduced species. They are on the game bird list and are not fully protection.</p> <p>Conditions around ensuring that the area in front of where construction will occur is checked will mitigate any potential impacts.</p> <p>Directing the route along tracks that have already been formed will also minimise any potential impact.</p>
C and M Chalmers	<p>3 day ecological assessment is cursory. The assessors should have spoken to local residents. There is no mention of the native flying grasshoppers or the large 10-year-old flax plantings and toetoe plantings. I've planted the dunes and seen birds returning. Plants take a long time to establish and it is foolish to remove them. DoC has promised more monitoring but shouldn't this</p>	<p>Opposes entire dune section but if must be included limit to Tirohanga Road.</p>	<p>The typical habitat for these species is in the vegetation. They breed in the summer and this is when they are most active.</p> <p>Conditions around ensuring that the area in front of where construction will occur is checked will mitigate any potential impacts.</p> <p>Directing the route along tracks that</p>

	have occurred before the RC application?		have already been formed will also minimise any potential impact.
A Trotter	<p>The ecological reports accompanying the resource consent are cursory, admitting little time spent on the area to assess conditions and flora/fauna. More than self-serving reports are needed.</p> <p>Rare vegetation will be removed and by heavy machinery. What is the impact on surrounding sand dune areas. We must do everything we can to preserve the delicate habitat of (dotterel and Weka), rare animals (skinks, lizards, koeke) and rare flora (e.g. Pohuehue).</p> <p>Promotes alternative alignment along the state highway. Notes a number of advantages including that it preserves habitat</p>	Reroute Tirohanga section along the state highway	<p>The typical habitat for these species is in the vegetation. They breed in the summer and this is when they are most active.</p> <p>Conditions around ensuring that the area in front of where construction will occur is checked will mitigate any potential impacts.</p> <p>Directing the route along tracks that have already been formed will also minimise any potential impact.</p>

### ISSUE 3: Tirohanga / Opotiki to Waiaua Section – Privacy, Rubbish, Theft, Antisocial Behaviour and Property Value Concerns.

#### General Response

Some residents with property in proximity to the trail have expressed their concerns that use of the trail will erode their privacy and further, that users will deposit litter and exhibit anti social behaviour including criminal activity. There can be no guarantee that such incidents will not occur but the experience of other tracks and trails where access has been improved counters this perception. It is difficult to quantify such evidence but anecdotally, managed public access serves to reduce criminal activity – most people are honest and trustworthy and their presence acts as a deterrent to anti social behaviour. Local examples are referred to at Opape and Ohiwa. One of the departments core functions is to foster recreation and enjoyment. The department has considerable experience with managing visitors to conservation land across New Zealand. The over arching experience across New Zealand is that with improved visitor access to public land community's surrounding those places enjoy a significant range of benefits both social and economic.

Some mitigation measures will be best addressed by preparing one or more Management Plans for the trail and its operational matters.

Respondent	Points Raised	Outcome sought (if stated)	Working Group Response
R Tee	People toilet and rubbish wherever they go. There will be a greater risk of fire.	Reroute the section from Opotiki to Waiaua along the beach or the state highway.	Litter and 'toileting' (to a lesser extent) can be an issue on all public land. However, there is good evidence that

			<p>this is only a minor problem for other pedestrian / cycle trails located away from urban areas.</p> <p>This issue would not be resolved by taking the highway option.</p> <p>Fire is addressed in separate section</p>
M and M Collins	<p>We wish to comment on the concerns of Tirohanga residents who are concerned about privacy, security, motor vehicles and litter. We suggest that these residents approach the Dunes section of the cycleway with a positive attitude and take responsibility for working with the ODC and DoC to ensure the success of the cycleway. Suggest they form a care group can police the section of the track close to their houses. They could help pick up litter; speak to users that go off track, litter, damage infrastructure or abuse the track; take photos of those who respond negatively; report issues to Council.</p> <p>We cycled the 150km Otago Rail Trail several years ago and saw no littering or other problems and observed the major benefits to the local region brought by the cycleway.</p>		<p>Partner Agencies agree to assist in establishing a 'Tirohanga Care Group' with residents support.</p>
P Simmonds	<p>Security is a big concern to me. I have had 4 burglaries and my drinking water tank has been drained several times. An invisible (unpoliced) pathway on my back door is a concern, especially as the area is known for criminal and antisocial activity.</p>	<p>Reroute approximately 1km of trail away from the Tirohanga dunes.</p>	<p>Practical public access to property boundaries already exists by the highway and legally by Conservation area. The trail alters the existing situation by improving practical access from Conservation area.</p> <p>Research by the 'Walking Access Commission' found no evidence of an</p>

			<p>increase in criminal activity as a result of improved access.</p> <p>Locally, improved access has recently been developed at Opape and Ohiwa Domain – on the basis of anecdotal evidence these have resulted in less 'undesirables' / risk.</p>
R Tee	<p>The route will undermine Tirohanga residents' lifestyle and property values. Put yourself in their shoes. People of Tirohanga are ratepayers who have contributed to the community for many years. They will lose their privacy, their property and lifestyle will be devalue and they will have increased risk from low-life</p>	<p>Reroute the cycleway to SH35 from the Opotiki side of the bluff to the end of the existing limited speed zone at the end of the houses. .</p>	<p>Spokesperson from Quotable Value NZ advised that the trail would not affect property valuations.</p> <p>Lifestyle and property value is subject to prospective purchasers views and opinions - quality coastal access might add value.</p>
J Aldridge	<p>Given that the feasibility study recognises this is one of the most socio-economic deprived areas of NZ, what has been done to ensure anti-social behaviour is not being enhanced or encouraged? What is the local police advice?</p>	<p>Reroute along the state highway verge.</p>	<p>This issue has been discussed with the Opotiki Police sergeant who comments that there is no recent significant criminal activity in the Tirohanga area and that the cycle trail would have little if any effect on increasing criminal activity.</p> <p>If some visitors behave inappropriately and disturb the peace causing a nuisance then this is a matter for the NZ Police.</p>
J Deeley	<p>On the issue of privacy for owners- there has always been public access via the beach and dunes to such properties. It would be a terrible country to live in if the beaches were 'owned' privately with no access to the public. Yes it is probable that there will be more foot and cycle traffic – this is the aim of the trail after all. However I feel it is unlikely that anyone would bother to stray from the trail. If any nefarious deed were</p>	<p>Supports the dunes section.</p>	<p>Accept</p>

	going to be committed I think the trail would have little to do with it since it would be easy enough to commit such crimes already. There are plenty of examples where higher traffic along public walks does not cause privacy issues (e.g. Whakatane river park walks and beaches in Mt Maunganui or near the park in Ohope). I would argue the trail might even increase property values as it provides further recreational activities and alternative links to town. Property owners might even come to appreciate it.		
J Deeley	I've been walking the stop banks almost daily for over nine years. The worst litter is dumped in large amounts from cars or trucks in the park area near the quay or by casual picnickers leaving fish and chip wrapper-type litter. I rarely seen any on the banks themselves, which suggests it is probably not the walkers and cyclists who litter. People won't be bothered packing litter along a trail to deposit it. They are far too lazy. However I do think signage about packing in/out is needed and fines for dumping.	Supports the dune section. Signage for packing in/out is needed and fines for dumping litter.	Support including on signs advice on responsible disposal of rubbish.
T Gleeson	How can privacy issues be addressed? Are tall plants an option? Security cameras?	Consider security options or maximise the opportunity past the shop and safest part of the state highway with cyclists entering onto the dunes past Tirohanga.	Support planting suitable indigenous trees where appropriate to provide visual barrier, Security cameras are currently problematic and costly – this might be an option for the future however.
C Trotter	Litter will inevitably result – which is a problem as we have no regular litter/refuse collection at Tirohanga –	Opposes dunes section	Include signs advising on responsible disposal of litter. Regular maintenance of trail will include

	so why over a sustained period would litter suddenly be collected by local authority? (Or the tour operators which in time will breach their licence conditions).		collection of litter that may result from trail use. Experience from other comparable trails is that litter, while not desirable, is infrequent and tends to be small items – eg muesli bar wrappers.
D Skelley and C MacKenzie	Opposed to 4000+ cyclists wandering off the track whenever they feel like it to relieve themselves and leaving rubbish. Concerned about easier access for thieves to our holiday home.	Reroute track at Tirohanga to the roadside verge.	Litter and 'toileting' (to a lesser extent) is an issue on all public land. However, there is good evidence that this is only a minor problem for other pedestrian / cycle trails located away from urban areas.  Research by the 'Walking Access Commission' found no increase in criminal activity as a result of improved access.  These issues would not be resolved by taking the highway option.
R Shadwell	The trail will bring undesirables to the dunes – easy access will be had by all. I won't be happy to play policeman and get attacked. Security for our houses will be an ongoing problem.	Reroute trail from town along the river to Waioeka River mouth then along the Otara River crossing and dunes to Wairakaia Road where it diverts to SH35 and onto the Motu section. (Map provided).	Response as above
C and M Chalmers	As a ratepayer of 24 years I feel aggrieved that issues of privacy and security are being ignored. When we bought our properties there wasn't a cycleway in front. Access will bring those with bad intentions as well as good. You are passing the settlement of Waiwhero. We deserve the same decency.	Opposes entire dune section but if must be included limit to Tirohanga Road.	The conservation estate is public land and has been for decades prior to DOC's stewardship, with no restrictions on public access. This situation is not altered by the proposed trail.  Other walking trails have notices to the effect of 'Please stick to the track and respect the residents' privacy' which may be an option?

A Trotter	Promotes alternative alignment along the state highway. Notes a number of advantages including: <ul style="list-style-type: none"> <li>Establishes track in public view to enhance security</li> <li>Removes potential littering in reserve.</li> <li>Preserves existing property security.</li> </ul>	Reroute Tirohanga section along the state highway	Security and litter responses as above
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#### **ISSUE 4: Tirohanga / Waiaua to Opotiki Section – Damage Caused by Vehicles and Illegitimate Users**

##### **General Response**

Strict control of vehicle access is important to the success, enjoyment and safety of the trail. Practical steps will be implemented to prevent access will include installation of gates / barriers and bylaws. Controls will be assisted by the regular visits by maintenance staff and support of local residents.

Some mitigation measures will be best addressed by preparing one or more Management Plans for the trail environment and operational matters.

<b>Respondent</b>	<b>Points Raised</b>	<b>Outcome sought (if stated)</b>	<b>Working Group Response</b>
C & B Inskip	Cycleway, motorbikes, quads, 4-wheel drive vehicles, horses etc. must be excluded from the track to ensure cyclist safety, track stability, potential misuse of the dunes and in consideration to property owners in close proximity. More detailed planning is needed.	Undertake more detailed planning to prevent misuse of the cycleway.	Motor vehicles, excluding service vehicles, will be prohibited from using the trail. Barriers – for example 'kissing gates' – will be constructed at all potential vehicle access points. Various barriers have been employed to good effect on other trails / tracks to good effect. They do mean cyclists have to dismount to negotiate but this is not seen as an encumbrance to the overall experience.
R Tee	I fear the Tirohanga track will become a roadway for other vehicles. I have walked the dunes for many years and seen what happens when people gain easy access. The 'Drifts' is a good example of how ODC and DoC have not been able to control vehicles. In a short time	Reroute the cycleway to SH35 from the Opotiki side of the bluff to the end of the existing limited speed zone at the end of the houses. Upgrade the cycleway specifications for the portion between Snells Beach to Tirohanga Bluff and Waiaua end of the trail to withstand vehicle use.	As above; <ul style="list-style-type: none"> <li>motor vehicles will be prohibited from trail</li> <li>Agree - currently there is inadequate vehicle control in place at Huntress Creek which need s to be addressed jointly by ODC &amp; DOC</li> </ul>

	<p>what is a narrow grassy farm track is now a wide sandy track because of vehicles being driven around the barriers and then on to the river mouth. A gate is nailed open. There are tracks and destruction all through these dunes and the DoC land. They carve their way through the front dunes do and from the beach and track. I have seen how it start with feet, occasional horses and motorbikes to four wheelers and 4WD vehicles. Large vehicles can, and do, go many places.</p> <p>Forest and Bird say from their experience in other parts of NZ that they will remove barriers – even use heavy machinery to move boulders and barriers.</p> <p>I am concerned about a cavalier attitude from ODC towards the vehicle problem.</p> <p>The track is not designed for vehicles – hidden cost when vehicles get to it. The 'cheap' option in the draft plan does not make allowance for vehicle use.</p>	<p>Bollards be no less than a meter apart (to keep out quad bikes) the length of the dune cycleway.</p>	<ul style="list-style-type: none"> <li>• Do not support upgrading Snells to Tirohanga section of the trail for vehicle use</li> <li>• Construction method and design is sound – refer to section 'Construction Method'</li> <li>• Do not support bollards the length of the trail – they are expensive and are not an effective deterrent in this situation</li> </ul>
<p>J Aldridge</p>	<p>How will 4x4 vehicles and motorcycles be kept off the trail? Without fencing on both sides the entire length this will not be possible. How then will designers stop vehicles entering the sand dunes and damaging them? Have the designers discussed policing with local police? Do local police have resources?</p>	<p>Reroute along the state highway verge.</p>	<p>Motor vehicles, excluding service vehicles, will be prohibited from using the trail.</p> <p>Barriers – for example 'kissing gates' – will be constructed at all potential vehicle access points. Various barriers have been employed to good effect on other trails / tracks to good effect. They do mean cyclists have to dismount to negotiate but this is not seen as an encumbrance to the overall experience.</p>

			Refer to Alternative Alignments section
M and M Collins		Suggests Tirohanga residents approach the Dunes track section with a positive attitude and form a care group and police the section of the track close to their house.	Partner Agencies support the establishment of a Care Group so that local residents can be resourced and supported to enhance the coastal environment for all to enjoy.
P Simmonds	The track will become a thoroughfare for motorbikes and 4 wheel drive vehicles from quadbikes to larger farm and recreational vehicles, which will impact on the fragile nature of the dunes. I am told there will be a few select bollards to stop access, but where there is a will there is away around these deterrents.	Reroute approximately 1 km of trail that will impact on the Tirohanga dunes.	Motor vehicles, excluding service vehicles, will be prohibited from using the trail. Barriers – for example 'kissing gates' – will be constructed at all potential vehicle access points. Various barriers have been employed to good effect on other trails / tracks to good effect. They do mean cyclists have to dismount to negotiate but this is not seen as an encumbrance to the overall experience.
J Deeley	If there is going to be a style or some other barrier, it is going to have to be monitored because the wooden one that blocks motorbikes has been broken at least once. I think this is one area where property owners along the route may have a point. Unregistered, obnoxiously loud motorbikes already often invade the peace of the whole town blocks by riding on the stop banks and if they begin to ride on the cycleway this will definitely become an issue. Can't foresee why a trial would promote further vehicle access (except for motorbikes) and barriers at parking lots would prevent idle incursion by vehicles. Motorcars already have a number of points of		Agree

	access to the beaches.		
C Trotter	The cycleway will be used abusively by people on motor vehicles of various kinds (off road bikes, motorbikes, tractors) and horses.	Opposes dunes section	Motor vehicles, excluding service vehicles, will be prohibited from using the trail. Barriers – for example ‘kissing gates’ – will be constructed at all potential vehicle access points. Various barriers have been employed to good effect on other trails / tracks to good effect. They do mean cyclists have to dismount to negotiate but this is not seen as an encumbrance to the overall experience.
East Coast Conservation Board	Community and iwi previously noted concerns about vehicle access to the dunes spreading from access points were noted during the preparation of the Conservation Management Strategy in 2008. The board is confident vehicles barriers will be included to minimise unintended use. Supports approach of encouraging low impact walking and cycling to change the nature of use and discourage damaging vehicle use. Would also support bylaws and regulation.	Supports Tirohanga dunes section. Supports bylaws and regulation against vehicle use.	Agree
NZ Forest and Bird Society Eastern Bay of Plenty Branch		The society seeks the following conditions on the resource consent relating to vehicle issues <ul style="list-style-type: none"> <li>• No motor vehicles of any kind to be permitted on the cycleway and physical barriers to be installed to prevent this at all potential entry points (SH 35 west of Waiaua, Kelly’s Beach, Tirohanga, Waikaraka Rd and Snell Rd [check] )</li> <li>• Promulgation of by-laws to prohibit</li> </ul>	<ul style="list-style-type: none"> <li>• Agree, no motor vehicles with the exception of approved service vehicles to be permitted on trail</li> <li>• Support bylaw to restrict vehicles</li> </ul>

		<p>motor vehicles from the track and the adjoining beach area (this may require legal road stopping?). There may be an issue in preventing vehicles entering the cycleway from the beach, therefore a review of the beach by-law may be required).</p> <ul style="list-style-type: none"> <li>• Some modification of existing beach access areas such as Hukuwai will be required to achieve this.</li> <li>• A Monitoring programme and review mechanism of the track and track use.</li> </ul>	<p>on track – the existing bylaw already prohibits vehicles on dunes, coastal vegetation, areas set aside for rehabilitation or conservation'.</p> <ul style="list-style-type: none"> <li>• Vehicles on the beach is a separate issue - not considered to be an effect of the cycle trail. Any proposal to amend the existing bylaw would be subject to due process.</li> <li>• Disagree, vehicle access at Hukuwai is not an effect of the proposal</li> <li>• Agree, monitoring of use, and associated effects to be undertaken annually by DOC Track inspectors and biodiversity staff</li> </ul>
C and M Chalmers	Doc literature acknowledges issue of vehicles in dunes causing erosion around NZ. A convenient cycle trail will exacerbate this – Waiotahi Drifts example.	Opposes entire dune section but if must be included limit to Tirohanga Road.	Refer General Response and Alternative Alignments section
A Trotter	Promotes alternative alignment along the state highway. Notes a number of advantages including that it removes potential for non-appropriate vehicles and animals to use the cycleway	Reroute Tirohanga section along the state highway	Refer General Response and Alternative Alignments section

## ISSUE 5: Tirohanga / Opotiki to Waiaua Section – Fire Risk

### General Response:

Under delegation from the Minister of Conservation, the Department of Conservation is a Rural Fire Authority. The Gisborne/Whakatane Area

Office maintains a 24 hour / 365 day duty officer system to ensure that all fire and emergency calls are responded to. The Area also has in place an emergency response plan. Fire is one of the Departments core responsibilities. The working party consider that this is an issue that could be addressed in a management plan which would detail operationally how the cycleway would be managed. The Department of Conservation has the ability to close public access to conservation managed land during times of extreme fire risk.

– greater 'passive surveillance' from users of the cycleway may also have some positive impact on helping to reduce fire risk by discouraging those with destructive intentions.

<b>Respondent</b>	<b>Points Raised</b>	<b>Outcome sought (if stated)</b>	<b>Working Group Response</b>
J Aldridge	Has the impact of increased fire risk to the Tirohanga dunes been considered in light of opening up the dunes? What is proposed to mitigate the risk? Has the local fire department been consulted?	Reroute along the state highway verge.	See 'General Response'
C Trotter	Fire risk from cigarettes and other fire hazards will result.	Opposes dunes section	See 'General Response'
D Skelley and C MacKenzie	Opposed to 4000+ cyclists increasing fire risk.	Reroute track at Tirohanga to the roadside verge.	See 'General Response'
NZ Forest and Bird Society Eastern Bay of Plenty Branch		The society seeks that conditions be imposed on the resource consent to prohibit camping and fires.	See 'General Response'
R Shadwell	Hoons will bring matches and add to problems	Reroute trail from town along the river to Waioeka River mouth then along the Otara River crossing and dunes to Wairakaia Road where it diverts to SH35 and onto the Motu section. (Map provided).	See 'General Response'
A Trotter	Promotes alternative alignment along the state highway. Notes a number of advantages including that it would remove potential fire risk from random wanderings and an unfenced dune track	Reroute Tirohanga section along the state highway	See 'General Response'

## **ISSUE 6: Tirohanga / Opotiki to Waiaua Alignment - Crossing of Tirohanga Stream**

### **General Response:**

The crossing of the Tirohanga Stream on the beach was part of the Feasibility and High Level Business Case that was approved by the New

Zealand Cycle Trails for funding under the national programme. ( p21 "New formed trail on rolling dunes ..... It will include an unformed beach section of 420m where some cyclists may walk their bikes." This is an opportunity where people can get off their bikes and walk down to, and enjoy the beach. Crossing is not intended at a deep point in the stream but rather a shallower point towards the sea. Information signage and marketing material will be developed to inform users about this part of the track, including advice that the section may not be passable at high tide. It is also intended to gain feedback from users of the trail.

Note that there are many walking and some cycling tracks around the country that have some tidal limitations, eg the Whakatane/Ohope Nga Tapuwae o Toi track, Cape Kidnappers cycle trail, Abel Tasman National Park etc.

There was some feedback from the July meeting that this option did not meet the requirements of Tirohanga residents intending to use the trail as a 'commuter' route.

The Working Group recognises that the dunes trail experience may be enhanced by offering a "dry feet" option for the stream crossing and is exploring various bridging and boardwalk options. Funding for these and other potential enhancements will need to come from the defined amount of funding available. So the Working Group is focussing on constructing the balance of the trails as cost-effectively as possible, and applying any savings to these enhancements. The community will be advised when these options have been more fully assessed. Re-routing the track around the bluff by way of the State Highway is not supported as it has minimal scenic benefit and is very expensive (refer Alternative Alignments section)

Respondent	Points Raised	Outcome sought (if stated)	Working Group Response
C & B Inskip	The crossing of Tirohanga stream has been underestimated. We have been told by DoC that wet feet are not an option. There must have been an about turn as the stream will be impassable much of the time. High stream levels, high tides, and storms would make it dangerous to cross. Bridging is unrealistic. The steepness of the bluff and land ownership issues would prevent a route over the top. Safety must be a concern.	Reroute 2.6 km of the track – from Wairakaia Road down the existing public accessway and along the SH35 to the DoC conservation area at the Eastern side of the Tirohanga Settlement and rejoin the beach route at this point.	See general response above
Confidential	An option for the Tirohanga Stream and bluff is to build a swing bridge that can accommodate bikers to the bluff, which has a clip on bolted onto it with a board walk then back onto another swing bridge. These are used over rivers which often flood/change course.	Consider these swing bridge ideas.	See general response above

P Simmonds	The bridge crossing around the Tirohanga stream will present a logistic problem with constantly moving watercourses, which can move 50/100m in my experience.	Reroute approximately 1 km of trail away from the Tirohanga dunes to the state highway verge.	See general response above
P Simmonds	If cost exceeds the initial budget, which I understand did not include the Tirohanga stretch of dunes, who is up for this? Unsuspecting ratepayers?	Reroute approximately 1 km of trail away from the Tirohanga dunes to the state highway verge.	See general response above
D Briscoe	The stream at Tirohanga regularly becomes a torrent.	Reroute the cycleway away from the beach prior to the Tirohanga Bluffs/stream and run it alongside SH35 past the residential area before entering the dunes again and using the old vehicle track from Kellys Beach to the corner of the Waiaua River.	See general response above
R Tee	Concerned that with current alignment cyclists will be limited by the tide.	Reroute the cycleway to SH35 from the Opotiki side of the bluff to the end of the existing limited speed zone at the end of the houses.	See general response above
R Tee	Ratepayers of Opotiki are not aware that it will cost them. The dunes are an add-on to the original plan so how can the funding from central government- cover this? Believes that alignment along the state highway will have less construction and maintenance costs, avoiding Tirohanga stream and bluff, the stream and culverts near Tirohanga shop.	Reroute the cycleway from Tirohanga bluffs to the end of the existing limited speed zone at the end of the houses.	See general response above
J Aldridge	The design is missing a large length around the Tirohanga stream and Tirohanga bluff as well as retention structures and 2 watercourse bridges? Why is permission being sought to begin construction prior to full design? Are funders and project	Reroute along the state highway verge.	See general response above

	stakeholders aware that at present there is no intention to link the cycleway at this section? Is a route requiring users to wade through a watercourse acceptable to project stakeholders? Are tourists and multi-day cyclists really expected to do this?		
T Gleeson	Is it possible that money could be saved using the road front past the residents and going towards the Tirohanga stream crossing?	Consider benefits of rerouting dunes section along the road.	See general response above.
J Caves	If the ride comes out at Wairakaia Road then problems at Tirohanga Bluff/stream are avoided, saving ongoing costs to ratepayers.	Reroute the Tirohanga section from Wairakaia Road or Tirohanga Road alongside the road	See general response above
N and J Jaffarian	Concerned about maintenance of Waiorua stream crossing – during storms large logs crush through the area. Concerned about difficulty of crossing Tirohanga stream, which constantly changes in flow in width – likely to fragment trail.	Opposes dunes section and seeks rerouting along the state highway.	An existing 'home made' bridge has existed at this site for at least three decades. Debris is a concern but the proposed new bridge will be a substantially improved structure
R Shadwell	Tirohanga bluff section is dangerous and impassable at high tide and during swells. This is not a world class facility. Lives could be lost as people chance the sea.	Reroute trail from town along the river to Waioeka River mouth then along the Otara River crossing and dunes to Wairakaia Road where it diverts to SH35 and onto the Motu section. (Map provided).	See general response above
A Trotter	Promotes alternative alignment along the state highway. Notes a number of advantages including that it would avoid dangers, need to alight from bikes and potential future costly solutions to Tirohanga Stream and Bluff area.	Reroute Tirohanga section along the state highway	See general response above

## ISSUE 7: Tirohanga / Opotiki to Waiaua Section – Construction Methods

### General response:

Submissions have raised questions about proposed trail design, including aggregate construction, edging, drainage, etc.

The trail designs and specifications have been developed by Frame Group Limited, who are very experienced in track road and structure design for outdoor and recreational purposes. Frame Group are considered to be the leading recreational engineering company in New Zealand.

The trail designs, specifications and contractual requirements, are set out in the Technical Specifications prepared by Frame Group for the work. Aggregate (gravel) is the most common construction method for walking and cycling trails throughout New Zealand. With the correct selection of aggregate type, size and grading, installed correctly, aggregate tracks are generally the most cost-effective solution for both initial construction and on-going maintenance cost. Aggregate tracks have performed well over a number of years in sand dune locations such as QE II Park, Paraparaumu. The Technical Specifications for the Tirohanga Dunes Cycleway specify a 100mm thick sub-base layer of weathered rock aggregate, compacted in place, with a 50mm thick surfacing layer of finer aggregate (maximum 20mm particle size, with good mix of fines and at least 8% clay), also compacted in place.

Edgings are not needed where vegetation and revegetation is present up to the side of the track, except on steeper side slopes where retaining walls are installed. Edgings can restrict the shedding of water off the track, causing increased water flow and speed, and erosion of both track surface, and where the water finally exits, the adjacent ground.

<b>Respondent</b>	<b>Points Raised</b>	<b>Outcome sought (if stated)</b>	<b>Working Group Response</b>
J Aldridge	Why have edgings not been included in the design? What will protect the trail? How will adding edgings affect the budget?	Reroute along the state highway verge.	See reference to edgings above.
J Aldridge	What is the trail benchmarked against? What is the classification of sand beneath these benchmarked cycleways? Silty-sand?	Reroute along the state highway verge.	The ground is dune sand, with occasional deposits of organic soil.
J Aldridge	How will the trial perform under seismic loading? Have the resulting maintenance and operational costs been factored-in?	Reroute along the state highway verge.	The trail itself is a flexible structure and is not expected to be affected at all by seismic activity, except where the seismic activity is of such magnitude that the underlying ground is significantly disturbed.
J Aldridge	Viastrada design guide notes that gravel is often a cheap option...However the low capital cost required can be offset by high maintenance costs.	Reroute along the state highway verge.	Gravel is the first choice for trail construction throughout the country, except where special conditions exist, eg unstable or steep ground, high wear, high water flows, etc. The only special

			conditions we expect on the dunes trails are at crossing points for vehicle access. In these situations we may need to use additional depth of sub-base.
J Aldridge	How is the up slope cut edge of the trail to drain (transverse drainage) without causing ongoing maintenance? How will such additional drainage add to the project?	Reroute along the state highway verge.	The Technical Specifications require that "A 200mm wide unsurfaced berm shall be provided on the inside edge of the cycleway between the surfacing and the cut slope." The purpose of the unsurfaced berm is to allow any water running off the cut slope to go to ground, rather than onto the track surface.
J Aldridge	Why is the trail being built with a gravel surface when the Ministry of Tourism literature notes gravel as being unsuitable for cycles commonly used by multi-day cyclists? What type of cyclists is the scheme trying to encourage?	Reroute along the state highway verge.	See general response above.  The dunes trail will be attractive to family groups, novice riders, local commuters and cycle tourists. The trail will be graded as 1 and 2 in the national cycleway grading system – "suitable for beginner riders"
P Simmonds	The proposed track is at the cheap end of construction and will require more maintenance.	Reroute approximately 1km of trail away from the Tirohanga dunes to the state highway verge.	See general response above.
D Briscoe	The fact that base course metal is the cheapest option does not make it the correct one for the long term benefit of the dunes.	Reroute the cycleway away from the beach prior to the Tirohanga Bluffs/stream and run it alongside SH35 past the residential area before entering the dunes again and using the old vehicle track from Kellys Beach to the corner of the Waiaua River.	See general response above.
L Palmer	The trail has been designed and developed by parties who have little local knowledge. A low base course track is not suitable and will contribute to the escalation of erosion.	Any proposed construction across the dunes must meet all published standards from DoC, Beach care, ODC and EBoP. DoC must be required to meet the same standards imposed on any other party wishing to traverse the dunes. A crown agency should not be exempt themselves from requirements that may	See general response above.

		be imposed on others wishing to undertake a similar activity in a similar environment.	
C Trotter	A composite track surface (which the proposal states is the surface to be laid) will quickly disintegrate and cause further damage).	Opposes dunes section	See general response above.
C Trotter	Lack of cycleway drainage and edging will also cause track disintegration.	Opposes dunes section	See general response above.
D Skelley and C MacKenzie	We are opposed to the cheap option of forming a trail on the dunes, which will in the end cost ratepayers.	Reroute track at Tirohanga to the roadside verge.	See general response above.
R Shadwell	It is not wise to build through sand and a high erosion zone. There is a high chance that storms will remove sections and these will be costly to repair. Climate change has accelerated rates of erosion of the dunes.	Reroute trail from town along the river to Waioeka River mouth then along the Otara River crossing and dunes to Wairakaia Road where it diverts to SH35 and onto the Motu section. (Map provided).	The Coastal Erosion Hazard assessment by Jim Dahm of Eco Nomos concludes that, apart from a section near the Tirohanga Stream outflow "... it is concluded that the proposed trail will generally be at low risk from coastal erosion for at least the next 2-3 decades, even though the dunes along this stretch of coast have experienced significant erosion over the past 15 years."
A Trotter	Notwithstanding lack of engineering detail, it is obvious that developers intend to use the cheapest method – which is inappropriate in a highly sensitive environment. Plus no track edging is provided to prevent erosion of the track overtime. Use of composite material is the least desirable according to Dept of Tourism. We do not think that the cheapest option should be used in this vulnerable environment – despite cost considerations.	Reroute Tirohanga section along the state highway	See general response above. The Technical specifications for the work are very detailed, with a comprehensive set of contractual requirements and horizontal and vertical profiles specified at every grade or alignment change. For example, there are approx 240 individual profiles drawn for the 2.8km section at the Eastern end of the Tirohanga Dunes cycleway.
B and R Adam	The New Plymouth		The expected level of users on the Dunes

	cycleway/walkway, although beautiful is a nightmare with those walking complaining of cyclists going too fast and bowling children/dogs and cyclists complaining of walkers spreading out across the walkway.		trail (approx 3,000pa over the next 5 years) is well below the level at which any conflict between users is likely to happen. The trail also has the advantage of width (2.2m) and long open sight distances.
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### **ISSUE 8: Tirohanga / Opotiki to Waiaua Section – Other General Concerns about Cost and Maintenance**

**General response:**

Submissions have raised concerns about the ongoing costs of maintaining the cycleway and potential burden on the ratepayers. It is intended that the landowner in each case, ie ODC or DOC, will be responsible for the maintenance of the cycleway on their land. Maintenance costs on the 10km Dunes section are estimated at \$12,000 pa, which both landowners are committed to funding. In the longer term, the partners in the trail will be looking to capture some of the additional revenue flowing into the district from trail users, and applying those funds to trail maintenance and upgrade.

<b>Respondent</b>	<b>Points Raised</b>	<b>Outcome sought (if stated)</b>	<b>Working Group Response</b>
L Palmer	I question my Council who now cares about an asset they have been sadly neglecting. The accessway next to my house has been neglected. Does ODC have the funds to upgrade this accessway and maintain it on an ongoing basis as this must surely form part of the cycleway if it is to be world class.	I seek confirmation as to where costs lie for the upgrade of the existing public accessways and whether this cost is part of the project.	No, the cycleway funding is not intended to cover accessway upgrades as the current accessways are sufficient for cycleway purposes.
L Palmer	Concerned that we are not building a world class environmental asset but instead creating a white elephant that needs to be fed large amounts of ratepayer funds due to ongoing and unanticipated maintenance and clean up costs.	I seek confirmation that this funding will come from the cycle project or form part of ongoing rates is required. If rates I believe all Opotiki ratepayers have the right to have this matter drawn to their attention.	See general response above.
C Trotter	It concerns me about cost over-runs for establishing and maintaining the whole concept. I understand the government will not provide any more funds ever. This is a recognised	Opposes dunes section	See general response above.

	economically depressed area. Do overruns/shortfalls mean that the small number of Opotiki ratepayers will have to pay?		
R Shadwell	Worried that ratepayers will get ongoing costs of maintenance. Especially concerned about erosion of the trail by storms etc.	Reroute trail from town along the river to Waioeka River mouth then along the Otara River crossing and dunes to Wairakaia Road where it diverts to SH35 and onto the Motu section. (Map provided).	See general response above. The planned alignment has been chosen as the best option from a number of possible routes examined earlier.

### ISSUE 9: Tirohanga / Opotiki to Waiaua Section – Support for Current v Alternative Alignments.

#### General response:

A number of submissions propose that the trail be diverted to the roadside alongside SH35 for two or more sections, the 3.8km distance between Wairakaia Road and the E end of Tirohanga Reserve (where the trail comes out to SH35 1km W of Waiaua bridge), or the 1.2km between the Tirohanga Camp and eastern end of Tirohanga houses.

The key factors in considering such a diversion from the cycleway project point of view are:

1. Reduction in coastal cycling experience and amenity value of the trail (it must be noted that the funding from the national programme was awarded on the basis that the trail would include an approx 10km stretch of unique coastal cycleway experience).
2. Relative costs between the alternative routes

#### 3.8 km diversion to SH35

Costs of constructing the 3.8km roadside track is estimated at approx \$240,000. This includes:

- 3800m of flat track at \$41 per m
- 850m timber or rock retaining wall at \$70 per m on sloping roadside verge
- \$25,000 for a 25m span bridge across the Tirohanga Stream, alongside the highway bridge

However this does not include the cost of finding a trail solution past the roadside cutting on the back of the Tirohanga bluff. There is insufficient room between the foot of the cutting and the highway. The best solution would be to move the highway about 4m to the South, over a 250 to 300m section. This would cost in the \$00,000's.

#### 1.2km diversion to SH35, past the Tirohanga houses:

The relative costs of building tracks on sand and roadside are approx \$51/m and \$41/m respectively. This does not include the cost of a bridge across the small stream, which would be required in both cases. Therefore there would be a construction cost saving of approx \$12,000 in favour of the roadside track.

This cost saving needs to be weighed against the reduced amenity value of the dune trail coastal experience.

Respondent	Points Raised	Outcome sought (if stated)	Working Group Response
C & B Inskip	Most of the concerns regarding the cycleway are in the Tirohanga area.	Reroute 2.6 km of the track – from Wairakaia Road down the existing public	While this is a shorter diversion than the 3.8km discussed above, it would include

	Rerouting the track here would alleviate concerns regarding the Tirohanga stream crossing and those of Tirohanga residents. Better access to refreshments and the camping ground at Tirohanga would be gained. The coastal experience would not be compromised by a 2.6km rerouting.	accessway and along the SH35 to the DoC conservation area at the Eastern side of the Tirohanga Settlement and rejoin the beach route at this point.	most of the expensive components of the longer route, and the yet to be quantified cost of bypassing the cutting noted above.
J Robinson	It would be a real shame if the whole dunes section of the cycleway were rerouted along the state highway. Perhaps there is a compromise. It doesn't need to be an 'all or nothing' to be a success. I believe the dunes section could still be great if it were, say ¾ in the dunes and ¼ alongside the road.	The cycleway could mostly cross the dunes but divert to the roadside in hotspot areas where there are environmental or resident concerns. Any roadside bits should be well delineated from traffic, ideally with a planted barrier and be as short as possible.	See general response above. Any diversion to ride along a busy state highway diminishes the enjoyment of the coastal trail.
Confidential	We have to keep the track in the dunes because it is a dunes track that is marketed.	Keep the track in the dunes and fence to address erosion and privacy.	Agree
C Fairburn / Kemnay Trust	The cycleway should be redirected a total amended distance of only 3.8kms. Solve the Tirohanga Bluff 'difficulties' and effect cost savings.	Redirect the route from Wairakaia Road back to State Highway. Utilise sH35 to cross Tirohanga Stream and avoid the bluffs. Rejoin present proposal at Waiaua sector.	See general response above.
A Crowley and J Jeffrey	We think the highlight of the trip will be the sand dune ride from Waiaua into Opotiki. It would be a shame to divert onto the highway verge crossing multiple (sometimes busy) driveways when passing through Tirohanga.		Agree
R Tee	Concerned that the proposed track will become a roadway for other vehicles causing damage, damage the sand dunes, and construction costs. Opposed to any part of the	Reroute the cycleway to SH35 from the Opotiki side of the bluff to the end of the existing limited speed zone at the end of the houses.	Bollards, rocks or other structures will be installed to prevent/discourage vehicles from accessing the cycleway. By delineating the edges of the vehicle access roads from the cycleway, we will

	<p>cycleway through the dunes but accepts that some part of the dunes be scarified so that the 'jewel in the crown' of the cycleway is not lost. Supports alternative alignment along the highway as win- win: less impact; bypasses most vulnerable areas of dunes; less maintenance costs; provides economic growth opportunity by passing alongside the Tirohanga shop; doesn't undermine Tirohanga residents lifestyle and property values; cyclists not limited by tides; maximum use of existing resources.</p>		<p>actually reduce the number of current informal vehicle access routes into the dunes. A primary objective of the cycleway is economic development, therefore we want trail users to patronise local businesses, including the shop, and will encourage adjacent businesses to advertise their location to trail users.</p>
P Simmonds	<p>DoC has its own guidelines for care of fragile dunes and doesn't seem to be heeding its own guidelines. Expresses concern about vehicles, maintenance of the track, heavy machinery, cost and security.</p>	<p>Reroute approx 1km of trail that impacts on the Tirohanga beach dunes to the state highway verge.</p>	<p>See general response above</p>
B Hickey	<p>This is an exciting project under the expert direction of DoC. I have full confidence in their ability to construct this coastal section of the Motu Trails project. The proposed route of the cycle trail through the dunes will provide a unique recreational experience across a land system which is rarely open to the public. It has the ability to enhance maintenance by DoC, environmental awareness. As a community I have no doubt that we can work together to mitigate many of the issues.</p>	<p>Offers support for the proposed resource consent application for earthworks and vegetation clearance disturbance component in constructing the coastal section of the Motu Trails. Let's get this project underway and open up this wonderful piece of public land for all to enjoy.</p>	<p>Agree</p>
D Briscoe	<p>Supports alternative alignment along the state highway. Concerned about</p>	<p>Reroute the cycleway away from the beach prior to the Tirohanga</p>	<p>See general response above</p>

	disturbance of dunes and crossing of the Tirohanga Stream.	Bluffs/stream and run it alongside SH35 past the residential area before entering the dunes again and using the old vehicle track from Kellys Beach to the corner of the Waiau River.	
J Aldridge	Objects to the dunes section. Concerns about vehicles, impact on wildlife, track design, Tirohanga stream/bluff, fire risk and anti-social behaviour. The proposed route fails to link to the Tirohanga Beach Store – given economic activity is the primary reason for the initiative, the route should link to this. Also says that there will be no clear view from the trail to the sea or beach front dune to the high for dunes. Why then is this a desirable section when considered alongside the Tirohanga residents many concerns? Supports compromise of rerouting along the state highway verge, which will bypass Tirohanga stream/bluff issues and save cost.	Reroute along the state highway verge until actual demand figures are gathered and the Tirohanga section can be considered further.	See general response above, also responses in other sections regarding vehicles, wildlife, track design, Tirohanga stream/bluff, fire risk, etc. Also comment above re access to the store.
T Gleeson	Would like to see the cycleway users pass in front of the Tirohanga shop. Some of the best viewing is in front of the residents at Tirohanga. Is there any opportunity for the residents to offer or provide services to the cycleway users? Is it possible that money would be saved on the Tirohanga stream crossing by using the road front?	Consider benefits of rerouting along the state highway.	We hope there are many other opportunities for residents to offer services, eg accommodation, shuttle services, bike hire, guiding, etc. This is certainly the experience of established cycle trails.
J Deeley	Discusses issues of wildlife, litter, privacy and security as above. Generally sees these can be addressed or that the trail will not have a negative effect, although	In favour of the cycleway including the dunes section.	Yes, motor bikes are a real challenge to physically barrier off from cycle trails all around the country. But in general, the regular use of trails by walkers and cyclists tends to discourage powered

	concerned about motorbikes. Supports provision of more recreational amenities.		vehicles.
A Crowley and J Jeffrey	In general we support the Motu Cycle Trail from Motu to Opotiki (no reservations or changes suggested). We are hoping to accommodate visitors using this unique cycle trail in our holiday home on the hill at Tirohanga.	Supports cycleway.	Agree
B and M James	We are fully in support of the proposed cycle trail Opotiki-Motu-Pakihī etc. (No reservations or changes suggested).	Supports cycleway	Agree
M and M Collins	We support the application in its entirety	Supports cycleway in its entirety	Agree
C Trotter	No one using the track on a cycle in Tirohanga area will get to see much of the beach/sea as the land undulating and most of the time they will be behind the dunes. Sees no problem with the alternative option of routing the cycleway along the highway. Avoids difficulties of sand route proposal. It only denies cyclists a very short section of being away from the beach and is a safe and cost effective option. Private driveways crossing over the cycleway will not hinder cyclists – as in the case with every single cycle land established around NZ. Opotiki is no different.	Opposes dunes section of the trail.	Cyclists and walkers will get frequent views of the beach and sea as the trail meanders through the dunes, with deliberate vantage, viewing and rest points. See general responses above regarding alternatives routes.
J Caves	Concerned about erosion. If ride comes out at Wairakaia Road or Tirohanga Road isn't this enough of a dune ride? Says this would also eliminate problems with Tirohanga	Reroute the Tirohanga section from Wairakaia Road or Tirohanga Road alongside the road	See general response above

	stream/bluff and not annoy residents.		
D Skelley and C MacKenzie.	Concerned about erosion, impact on dunes, security for holiday home, fire risk. Promotes alignment alongside road verge as would go past Tirohanga shop and boost economy.	Reroute track at Tirohanga to the roadside verge.	See general response above
East Coast Conservation Board	Supports Tirohanga dunes section. Encourages low impact walking and cycling to discourage damaging vehicle use. Confident that appropriate planting and weed control will occur.	Supports Tirohanga dunes section.	Agree
N and J Jaffarian	Issues with Tirohanga stream crossing could be avoided by rerouting to the state highway. This would also have the advantage of bringing cyclists past the shop and toilet. The road is straight and wide and there is little danger to cyclists. A reduced speed limit could also be used. Using the state highway would avoid other issues such as litter, access by vehicles and also reduce maintenance costs.	Opposes dunes section and seeks rerouting along the state highway.	See general response above, also comments about access to the shop
NZ Forest and Bird Society Eastern Bay of Plenty Branch		Seeks conditions on resource consent to alter current alignment.	Conditions to be determined by consent authority
R Shadwell	Promotes alternative alignment taking in the Waioeka River mouth and diverting to the state highway around Tirohanga. Concerned about security, erosion, wildlife, maintenance costs of the trail. Alternative route would mean more people could use the trail for accessing the river for fishing, picnicking. It would provide a bigger	Reroute trail from town along the river to Waioeka River mouth then along the Otara River crossing and dunes to Wairakaia Road where it diverts to SH35 and onto the Motu section. (Map provided).	See general response above

	loop for people from town.		
C and M Chalmers	Concerned about disruption to environment and erosion. What will cyclists see anyway? If must have a dune section, limit to Tirohanga Road so the store will benefit.	Opposes entire dune section but if must be included limit to Tirohanga Road.	See general response above
A Trotter	<p>Promotes alternative alignment along the state highway. Notes a number of existing accesses that could be used. If budget allows, install bridge clip on the north side of the Tirohanga stream bridge to remove cyclists from being directly on the state highway. Or could consider separate crossing at a later time as budgets permit. Notes a number of advantages, some already discussed above:</p> <ul style="list-style-type: none"> <li>• Would remove danger of campers crossing the cycleway.</li> <li>• Avoids dangers, need to alight from bikes and potential future costly solutions to Tirohanga Stream and Bluff area.</li> <li>• Preserves existing environment from wanderings of people, dogs and other animals</li> <li>• Preserves habitat of rare birds (dotterel and Weka), rare animals (skinks, lizards, koeke) and rare flora (e.g. Pohuehue)</li> <li>• Uses existing resources</li> <li>• Establishes track in public view to enhance security</li> <li>• Removes potential for non-appropriate vehicles and animals to use the cycleway</li> <li>• Removes potential littering in reserve.</li> </ul>	Reroute the dunes trail from Wairakaia Road to SH35 to rejoin the present proposal at Waiaua – total amended distance of 3.8km. Or – lesser option is to connect back to the dunes immediately to the west end of the Tirohanga houses (only 2.5km). Another alternative is to connect nearer to the Tirohanga bridge along a fence line on the eastern end of the residential subdivision alongside the canal verge.	See general response above

	<ul style="list-style-type: none"><li>• Retains access to the beach along existing accessways</li><li>• Removes potential fire risk from random wanderings and an unfenced dune track</li><li>• Preserves existing property security.</li><li>• Reduces RMA consent application content with vulnerable Tirohanga dunes section removed.</li><li>• Brings cyclists past Tirohanga Camp store.</li><li>• Less time required for track establishment.</li><li>• No disruption to agreed funding of 1.74 million has been confirmed by Min of Tourism representative.</li></ul> <p>Discusses perceived disadvantages of road alignment:</p> <ul style="list-style-type: none"><li>• Dune section doesn't provide view of coast anyway</li><li>• Risk of collision with vehicles at driveways is no more a risk than a cyclist anywhere in NZ using a cycle lane.</li><li>• Risk of collision at intersection between Tirohanga Road and the state highway is a risk that cyclists are used to in everyday use of bikes</li><li>• Would require 200m of bank excavation at Tirohanga bluffs to allow sufficient road verge. This is an unknown cost. But appears to be no private land issue.</li></ul> <p>Considers alternative would be a win-win for all parties including the dunes, the joint venture partners, DoC, ODC,</p>		
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	residents, users and police.		
N and J Burchett	Otara river bridge is not in the right position. This is the ideal time to position the bridge closer to town centre so pedestrians have a shorter walk to the beach and to what will be a wonderful place at the new groynes out to sea.	Reposition the Otara bridge between Princess Street and the War Memorial gates but closer to the town centre is ideal.	Under consideration
R Adam	We are for New Plymouth and are dismayed to learn about the cycleway in the dunes. I understand there is to be a trail of 150km. I would find limited attraction to cycle a walkway that affected both my privacy and that of home owners that border the proposed section. Realistically how many locals are likely to use this to warrant the expense and altered nature of the sand dunes?	Opposes dunes section of trail.	In addition to significant numbers of visitors who will come for the unique coastal cycleway experience, we expect that local residents, from both the township and from the beach communities, will enjoy the trail. This is certainly the experience of other coastal communities when trails are opened, eg the communities at Clive, Haumoana, Te Awanga etc south of Napier.

## ISSUE 10: Alternative Alignment to the Waiaua River Mouth

### General Response

Realigning a portion of the trail to bring it closer to the Waiaua River mouth has some definite scenic benefits and would avoid 900m on the side of the highway. It was given some consideration during preparation of the Feasibility Study but was not included because of issues around adjacent waahi tapu, potential inundation, track stability, land ownership, potential flood damage. The submission is supported and the option reconsidered.

<b>Respondent</b>	<b>Points Raised</b>	<b>Outcome sought (if stated)</b>	<b>Working Group Response</b>
Confidential	The cycleway should continue to the Waiaua River mouth where there should be a major lookout with all the history of the area. I've been told the reason for not doing this that there are too many owners. But other than Council and DoC there is one Maori owner and one private owner. This	Consider this realignment	As identified this route has some benefits and the option was considered during the preparation of the Feasibility Study. There are associated issues as follows; <ul style="list-style-type: none"> <li>• Waahi tapu site nearby</li> <li>• Trail would by necessity be located very close to eroding banks of the river</li> </ul>

	<p>does not seem hard to overcome as the cycleway would follow along the river bank to Waiaua bridge where you cross then straight onto Motu/Waiaua Road. This would take away the expense of another river crossing up Waiaua, avoid the State Highway and take in more dune riding and local history</p>		<ul style="list-style-type: none"> <li>Approximately 60 metre of board walk required</li> </ul> <p>In the course of the development of the Feasibility Study potential improvements or supplementary routes were discussed for future consideration that do not form part of the final proposal.</p> <p>Agree that this option should not be dismissed and further investigation carried out before construction of the Waiaua highway section.</p>
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## ISSUE 11: Otara Bridge and Alternative Alignment at the Otara Bridge

**General Response**  
Submissions have supported the proposed bridge over The Otara River but questioned some of the features of the bridge and suggested alternatives. In addition to submissions received, there is considerable support from the community for a higher capacity pedestrian bridge connecting town with the beach. Funding from NZCT is adequate for the anticipated cycleway traffic but it has become apparent that the community's requirements are likely to be for a more substantial bridge without load restrictions. A bridge to these specifications will be more costly and in response Council is considering building on the opportunity to seek additional funding to build a bridge that will meet our future needs. This will potentially cause a delay in completion time and in the interim the cycle may be linked to the coast via SH35 Otara bridge and Snell Road.

Options for the location of the bridge are constrained by the span length and environmental, hydrological and harbour development considerations.

Respondent	Points Raised	Outcome sought (if stated)	Working Group Response
L Hosken, REAF.	<p>Opotiki has long needed a footbridge/cycleway that opens direct access from the town to the beach, affirming its claim as a seaside town.</p> <p>Suggests shifting proposed Otara bridge location to the western side of Memorial park for following reasons:</p> <ul style="list-style-type: none"> <li>The amended alignment passes</li> </ul>	Relocate the Otara bridge to the west and reroute the cycleway (map provided of alternative alignment).	<p>Criteria used to determine the location of the bridge were;</p> <ol style="list-style-type: none"> <li>Span – the shorter the better</li> <li>removed from identified white bait spawning site</li> <li>secure and desirable approaches either side</li> <li>potential effect on harbour development</li> </ol>

	<p>above/through land that could be restored as a wetland and become an educational and tourism feature in its own right. A unique sculptured 'wetland' entrance could be developed.</p> <ul style="list-style-type: none"> <li>• The harbour groynes will also be a tourist attraction. By relocating the bridge the distance between the town and the historic wharf area will be reduced from 7.8km round trip to 4.5km round trip.</li> <li>• 10 years from now there could be an extensive aquaculture servicing industry based in this area too and the amended alignment provides easy walking/cycling access for workers from Opotiki township.</li> <li>• Shortens the link between the town centre and the beach – e.g. for lunchtime exercise from the CBD</li> <li>• Easier access to fishing for locals at Hikuwai beach and the Harbour Entrance – encouraging walking/cycling to fish rather than using the car.</li> <li>• The amended alignment would go past the entrance to the Urupa on the sand hills – opportunity to pay respect.</li> <li>• Makes better use of the existing stop bank walkway.</li> <li>• Allows utilisation of existing parking inside Memorial Park gates.</li> </ul>		<ul style="list-style-type: none"> <li>• Agree, support restoration / enhancement of wetland</li> <li>• Agree, the harbour entrance will be a future attraction. Resource consent for the harbour development includes provision for public access and it makes good sense to link the trail to this development once completed.</li> <li>• Agree, the bridge and this section of the trail has a lot of potential as a commuter route between town and aquaculture developments</li> <li>• Agree – there has been considerable support going back decades for a pedestrian link / bridge between town and the beach that the proposed bridge will provide.</li> <li>• Agree, discussion with iwi has touched on the benefit of the link provided by the bridge will provide to users of the urupa</li> <li>• Agree, stopbank walkway will be developed to link with the cycle trail</li> <li>• Agree, public facilities located at Memorial Park should be integrated with the trail</li> </ul>
J Deeley	I am particularly looking forward to the trail along the top of the stop	Supports the cycle trail	Agree

	<p>banks and bridge over the Otara River connecting Memorial Park with Te Ngaio Beach (Snells Beach) because I walk a part of this route everyday except in the most inclement weather and have longed for exactly this access. In addition, I am a casual cyclist and often wished for a trail along the beach to vary my rides. The current motorway and automobile bridge (with pedestrian footpath) over the Otara is unsafe and completely abysmal for walking or cycling. It's about time the situation was remedied. Will give youth a safe access to the beach and encourage them to walk.</p>		
J Deeley	<p>I have concerns about the bridge over the Otara being able to accommodate the weight of horses because people will use it for that purpose.</p>		<p>Agree, see section introduction 'General Response'</p>
A Trotter	<p>Who will monitor the limited load on the Otara Bridge – with a maximum capability of only 20 persons at one time?  Instead of building the Otara Bridge, the cycleway could start on the eastern stop bank at the existing SH35 Otara River bridge and proceed along the stop bank. If this was considered to shorten the coastal experience too much then the track could cut across to the coast earlier at an appropriate point. This would avoid the cost of the Otara Bridge, giving the overall budget a cushion. This would also extend the overall length of the</p>	<p>Consider alternative alignment that doesn't require building the Otara Bridge.</p>	<p>Load limited bridge option is being reassessed – refer section introduction 'General Response'</p> <p>While the unrestricted load option bridge is being assessed, an interim solution is to use the Otara highway bridge and SH35 road shoulder to Snell Rd – refer section introduction. The Otara true left stop bank was given consideration but access to it from the highway is difficult.</p>

	<p>cycleway, utilise existing structures and produce a slightly longer river sector. Disadvantages are potential for congestion at start point near bridge (although start point could still be Opotiki town) and noise for houses close to the stop bank (although they must be used to noise from state highway).</p>		
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## ISSUE 12: Process

### General Response

The Working Group acknowledges that some interested parties and residents consider that they have not been adequately consulted or communicated with in recent months, and in retrospect could have provided more consistent feedback and communications with interested parties over progress, following earlier meetings.

Motu Trails is the largest single project that the Opotiki community has been party to in many decades. It has broad range of objectives ultimately supporting a sustainable tourism industry into the future. It is supported by significant funding from central government and initiated a close alliance between four key agencies in the East Cape region. While this opportunity has been received with considerable support and enthusiasm from much of the community the scope of the project and its rapid development has been a cause of concern for some individuals. While the Working Group consider that consultation has been adequate to address consent issues, some of the social issues confronting smaller communities have not been so simple to address. Some of these will take time and require developing trust and good neighbourly relations and the Partner Agencies assure their commitment to this end.

For the record, communications and meetings were held with Tirohanga residents as follows:

- Letters inviting property owners and residents to a public meeting at Tirohanga Camp;
- Meeting on the 28<sup>th</sup> July 2010 at Tirohanga Campground chaired by Cr Doug Leeder;
- Public consultation evening and signing ceremony at the Opotiki District Council on 11<sup>th</sup> August 2010,
- Letters dated 20 August 2010 to property owners at Tirohanga offering to meet on site;
- Meet with residents who accepted offer 02 September 2010.
- Letters to Wairakaia property owners offering to meet on site 14<sup>th</sup> October 2010.
- Further individual meetings with residents on site 22 October 2010
- Public meeting 12 January – commence consultation process
- On site meeting 20 January to view discuss SH option
- On site meeting 27 January with Coastal Scientist Jim Dahm in attendance to assess specific erosion concerns

- Public Meeting scheduled for 2 February to present response to issues raised through consultation process

In addition, numerous informal exchanges by email, telephone and discussion has taken place

During September, October and November, the Working Group had commissioned various expert reports on flora and fauna, landscape, coastal erosion and detailed trail design. Some reports recommended minor relocations of the trail and the last of these reports were received in early December. ODC and DOC were not therefore in a position to define the proposed trail location until just on Xmas. The public information forum was set up on 12 January to update on progress and advise trail location and other matters relevant to the draft resource consent.

Given the passage of time and the concerns expressed at the process at the January 12 meeting, all interested parties were invited to submit or resubmit their comments and concerns by 24 January. The Working group has considered all submissions received and responds as noted in this document.

The public meeting planned for 2 February is an opportunity to discuss the submissions and responses. Following that meeting, the Working Group anticipates being in a position to make recommendations to the applicants, ODC and DOC, on matters relevant to the resource consent and also other matters. The applicants will then make their decisions on the resource consent and on any other appropriate actions or undertakings.

<b>Respondent</b>	<b>Points Raised</b>	<b>Outcome sought (if stated)</b>	<b>Working Group Response</b>
C & B Inskip	A good working relationship is achieved by open discussion and consultation. The Council has failed in this respect thus far.	Carefully consider the concerns of the close residents.	Agree, see general response above
P Simmonds	Local residents have been assured that they would be adequately consulted and their concerns addressed. I am dismayed that contrary to this council and the scheme designers are pursuing a non-notifiable application. I am highly insulted that ratepaying Tirohanga residents' real and known concerns are being brushed over without proper consideration and their alternative suggestions to the route dismissed out of hand with no rational provided.	Reroute approximately 1 km of trail away from the Tirohanga dunes to the state highway verge.	See general response above and 'Alternative Alignments' section  Engage in ongoing dialogue with regard to non - consent issues

R Tee	There are undertones of a feud between some Tirohanga people and Council staff. A bad relationship appears to exist.	A major issue like this should not be caught up in one group trying to get one over the other.	See general response above
L Palmer	Tirohanga beach was not part of the original proposal but added 'after the event' encouraged by the funding part who had little knowledge of the area and once included no action was taken by the partners to bring this to affected party attention. Once parties were aware, information was not forthcoming and difficult to obtain. Disaffected parties have been left to arrange meetings.		A concept proposal was submitted to the Ministry of Economic Development in Dec 2009 – this did not include the coastal section The Concept Proposal was successful to Stage 2 to prepare a Feasibility Study submitted on 30 May 2010. The Feasibility Study amended the initial Concept Proposal to include the coastal section The Ministry advised that the Feasibility Study was successful on 31 June 2010. First meeting held at Tirohanga on 28 July arranged by Working Party
L Palmer	As a non-resident ratepayer of long standing I am extremely annoyed that the project sponsors have created a feeling of us-and-them with the 'us' being a small number of home owners at the beach who wish to deny access to users for the benefit of ourselves. Particularly as the majority of critics do not live in Opotiki. While I may not be a resident I consider it 'my home'.		See general response above
L Palmer	A comprehensive view of alternatives hasn't been undertaken and has only been reviewed by DoC staff and council officers who have reached conclusions from their own point and whom lack 'expert knowledge' to make such determinations. To call a public meeting as was held on 12 January and present information at the 'last minute' is not acceptable. Although I left the	I seek confirmation that alternatives put forward by any Opotiki resident be heard in a proper forum and the sponsors demonstrate that these have been given the same consideration as that given to outsiders who provided expert advice in the initial stages and who have reviewed only one option – through the dunes.	See general response above

	meeting it was clear to me that decisions had already been made and this meeting would be documented as evidence of consultation when submitting your application. I was unwilling to be part of that.		
L Palmer	I contend that as a resident directly impacted by the decision to include this section DoC has failed to follow their own guidelines for consultation.		See general response above
T Gleeson	Most Tirohanga residents have been there for more than 2 decades. They don't receive much for their rates. They should be considered in any resource consent and all parties as part of a healthy community should look at the possibilities of resolving or at least minimising issues.	Look to resolve or at least minimise issues.	See general response above
C Trotter	The whole project appears far too rushed, and as such does not seem to be subject to correct and proper scrutiny. The RMA application is said to be non-notifiable – done apparently to save cost and money. But shouldn't time be spent to ensure the right things are done?		See general response above
NZ Forest and Bird Society Eastern Bay of Plenty Branch	The Activity is discretionary under the Regional Water and Land Plan Rules 1C and 2C. It is also a discretionary activity under the Opotiki District Plan Rule 3.3.3.8 (b) (iii) being indigenous vegetation clearance greater than 100m2. There is no draft application for this on the website.		Agreed. ODC and DOC will make appropriate applications regarding the discretionary activity in parallel with the resource consent, as there are a number of common considerations and issues.
NZ Forest and Bird Society	Public notification of the application turns on whether the effects of the		As applicants the Partner Agencies have signalled their intent to request a non

Eastern Bay of Plenty Branch	<p>activity will have, or is likely to have, adverse effects on the environment that are more than minor.</p> <p>In our view, the present application does not provide sufficient information to allow that assessment; largely because the extent of measures to avoid, remedy and mitigate adverse effects has not been spelt out. It may be that with conditions adverse effects may be assessed at a level not requiring notification. The fauna information is sparse because of limited or no invertebrate survey.</p> <p>There are many aspects that require an evaluative judgement which would be best served through independent public assessment, given that the applicants are also the land managers, and most of the land is publicly owned.</p>		notified consent. The final decision is made by the Consent Authority
NZ Forest and Bird Society Eastern Bay of Plenty Branch	As the council is also one of the applicants, commissioners should be appointed to consider this application jointly with the Bay of Plenty Regional Council.		Decision for the Consent Authority
C and M Chalmers	<p>Disappointed with communication and process. Tirohanga Beach community was first alerted to the dunes trail by an article in the Opotiki news. Councillors knew nothing at the time. If it weren't for residents, a public meeting wouldn't have been called – and it was called at short notice.</p> <p>Disagrees with statement in the RC application that only 6 people object – we have found many more.</p>	Opposes entire dune section but if must be included limit to Tirohanga Road.	<p>See general response above</p> <p>Agree that during the recent round of communications and consultations, more people have expressed views, both opposing and supportive.</p>

	<p>RC application refers to support of Ngati Pata and Ngati Rua but the chairmen have told us the dunes trail has not yet been an agenda item so there is no decision.</p> <p>There has been plenty of time since May 2010 for proper consultation but this hasn't occurred.</p> <p>The project team isn't looking at alternatives.</p> <p>People have been polarised.</p>		
A Trotter	<p>What are the opinions of ACC and OSH on the route through the dunes?</p>		<p>Neither ACC nor OSH need to be consulted. The Health &amp; Safety in Employment Act requires the principal to identify and manage hazards. OSH guidelines note that landowners cannot be held liable for damage injury or death if they properly warn visitors of all 'out of the ordinary' or 'abnormal' dangers. Examples include tree felling, blasting etc Excludes natural hazards or 'typical features'.</p>

<b>ISSUE 13: General Support / Opposition for the Project</b>			
<b>Respondent</b>	<b>Points Raised</b>	<b>Outcome sought (if stated)</b>	<b>Working Group Response</b>
L Hosken, Reaf	<p>This is a very exciting and welcomed project (subject to suggestions about altering the location of the Otara bridge)</p>	<p>Supports cycleway but seeks alternative alignment of Otara Bridge and rerouting of trail in this area.</p>	<p>See responses in Otara Br section.</p>
A Crowley and J Jeffrey	<p>In general we support the Motu Cycle Trail from Motu to Opotiki (no reservations or changes suggested). We are hoping to accommodate visitors using this unique cycle trail in our holiday home on the hill at</p>	<p>Supports cycleway.</p>	<p>Accept</p>

	Tirohanga.		
R Tee	I congratulate all involved in securing this for our district. There will be many positives (however opposes route between Opotiki and Waiaua and particularly concerned about impact of vehicles on trail).	Supports cycleway but wants rerouting to SH35 from the Opotiki side of the bluff to the end of the existing limited speed zone at the end of the houses.	See section on Alternative Alignments.
B and M James	We are fully in support of the proposed cycle trail Opotiki-Motu-Pakahi etc. (No reservations or changes suggested).	Supports cycleway	Accept
M and M Collins	We support the application in its entirety	Supports cycleway in its entirety	Accept
P Simmonds	I do not object to the cycleway, only to the routing of approximately 1 kilometre of the proposed track that will impact on the Tirohanga beach dunes.	Reroute approx 1km of trail that will impact on the fragile Tirohanga beach environment.	See section on Alternative Alignments.
L Palmer	Supports the cycle track but objects to the section through the sand dunes at Tirohanga Beach.	Seeks proper consideration of alternatives for the dunes section and confirmation of other issues.	See section on Alternative Alignments.
J Deeley	I am fully in favour of the endeavour – few disadvantages and huge advantages. A trail will further promote our town and region, make it more of a tourist destination, and pump up the local economy. It may provide opportunity for new enterprises but certainly will enhance the income of existing ones. Also discusses issues of wildlife, litter, privacy and security as above. Generally sees these can be addressed or that the trail will not have a negative effect, although concerned about motorbikes and ability of bridge to Otara Bridge to handle load of horses.	In favour of the cycleway	Accept

	<p>Particularly excited about the Otara Bridge.</p> <p>We've seen from the swing at the quay and infrastructure of the docks that people will take advantage of recreational facilities.</p> <p>With community set to expand if economic ventures such as aquaculture proceed, we need to provide more amenities.</p>		
J Aldridge	<p>Objects to dunes section. Silent as the broader project</p>	<p>Reroute the dunes section along the state highway verge.</p>	<p>See section on Alternative Alignments.</p>
D Briscoe	<p>Concerned about dunes section. Silent as to broader project.</p>	<p>Reroute the cycleway away from the beach prior to the Tirohanga Bluffs/stream and run it alongside SH35 past the residential area before entering the dunes again and using the old vehicle track from Kellys Beach to the corner of the Waiaua River.</p>	<p>See section on Alternative Alignments.</p>
B Hickey	<p>Supports resource consent and dunes section. Silent as to broader project.</p>	<p>Supports resource consent and dunes section of the trail.</p>	
C Fairburn / Kemnay Trust	<p>Opposes dunes section. Silent as to broader project.</p>	<p>Redirect the route from Wairakaia Road back to State Highway. Utilise sH35 to cross Tirohanga Stream and avoid the bluffs. Rejoin present proposal at Waiaua sector.</p>	<p>See section on Alternative Alignments.</p>
T Gleeson	<p>Likes the idea of initiatives that attract tourists into our district. The cycleway is another step. Seeks consideration of benefits of the state highway alignment for the dunes section.</p>	<p>Supports the cycleway. Seeks consideration of possible benefits of rerouting the dunes section along the state highway.</p>	
C & B Inskip	<p>Supports rerouting of the dunes section. Silent as to the broader project.</p>	<p>Reroute 2.6 km of the track – from Wairakaia Road down the existing public accessway and along the SH35 to the DoC conservation area at the Eastern side of the Tirohanga Settlement and</p>	<p>See section on Alternative Alignments.</p>

		rejoin the beach route at this point.	
J Robinson	Suggests compromise by rerouting the Tirohanga section. Silent as to the broader project.	The cycleway could mostly cross the dunes but divert to the roadside in hotspot areas where there are environmental or resident concerns. Any roadside bits should be well delineated from traffic, ideally with a planted barrier and be as short as possible.	See section on Alternative Alignments.
Confidential	Supports dune section. Silent as to broader project.	Keep the track in the dunes and fence to address erosion and privacy.	
C Trotter	Opposes dunes section. Hopes 'good sense' will prevail so that everybody can end up supporting the overall initiative.	Opposes dune section.	See section on Alternative Alignments.
J Caves	Opposes Tirohanga dunes section. Silent as to the rest of the project.	Opposes Tirohanga dunes section. Seeks rerouting along the road.	See section on Alternative Alignments.
D Skelley and C MacKenzie	Opposes Tirohanga dunes section. Silent as to the rest of the project.	Reroute track at Tirohanga to the roadside verge.	See section on Alternative Alignments.
East Coast Conservation Board	Supports dunes section. Silent as to the rest of the project.	Supports Tirohanga dunes section.	
N and J Jaffarian	Applauds government and local authorities for exciting project backed by real funds, supports resulting economic development and would like to see project come to fruition soon. But opposes dunes section.	Opposes dunes section and seeks rerouting along the state highway.	See section on Alternative Alignments.
NZ Forest and Bird Society Eastern Bay of Plenty Branch	Seeks conditions be imposed on resource consent for dunes section. Silent as to rest of the project.	Seeks conditions be drafted for community to consider at that they be imposed on the resource consent for the dunes section.	
R Shadwell	Opposes the Tirohanga section and promotes alternative route taking in Waioeka River mouth. Silent as to the rest of the project.	Reroute trail from town along the river to Waioeka River mouth then along the Otaru River crossing and dunes to Wairakaia Road where it diverts to SH35 and onto the Motu section. (Map	

		provided).	
C and M Chalmers	Supports cycle trail but upset about process and opposes dunes section.	Opposes entire dune section but if must be included limit to Tirohanga Road.	See section on Alternative Alignments.
A Trotter	Opposes Tirohanga dunes section	Seeks rerouting of Tirohanga dunes section along the state highway.	See section on Alternative Alignments.
N and J Burchett	Generally are in 'total support' of the project. However suggest moving the Otara Bridge closer to the town.	Seeks moving of the Otara Bridge closer to town and the new groynes.	
B and R Adam	Opposes dunes section of trail – assumes whole 150km is on the dunes? Silent as to the rest of the project.	Opposes dunes section of trail.	See section on Alternative Alignments.