



Kaipara te Oranganui

**KAIPARA
DISTRICT**

Two Oceans Two Harbours

Combined Pou Tu O Te Rangi Joint Management Committee and Harding Park Committee Agenda

Date: Tuesday 19 May 2020
Time: 2:00 p.m.
Location: Virtual (via Cisco Webex)
To be livestreamed on Facebook

Elected Members: Rex Nathan (Chair)
Georgina Connolly
Rob Harding
Councillor Karen Joyce-Paki
Councillor Peter Wethey
Willie Wright

*For any queries regarding this meeting please contact
the Kaipara District Council on (09) 439 7059*

Tuesday, 19 May, 2020

2:00 pm

Broadcast live on Facebook

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Reserve Management Plan Review

Meeting: Pou Tu o Te Rangi Harding Park Joint Management Committee
Date of meeting: 19 May 2020
Reporting officer: Hamish Watson, Parks and Recreation Manager

Purpose/Ngā whāinga

To seek approval from the committee to initiate a review of the current Reserve Management Plan (RMP).

Executive summary/Whakarāpopototanga

The Pou Tu o Te Rangi and Harding Park RMP was adopted by Kaipara District Council in July 2012. The RMP was intended as a guide for Council and the Pou Tu o Te Rangi Management Committee for the ongoing joint management of both Pou Tu o Te Rangi Pa ('the Pā') and Harding Park ('the Park'). This RMP is now 8 years old and needs reviewing to see if it is still relevant or needs to be updated. This report is intended to outline the process required to review the current RMP.

Recommendation/Ngā tūtohunga

That the Pou Tu o Te Rangi Harding Park Joint Management Committee:

- a) Approves the review of the current Reserve Management Plan.
- b) Requests the Chief Executive to engage Stellar Projects to complete a review of the Reserve Management Plan and provide recommendations on next steps.

Context/Horopaki

At the workshop with the Joint Management Committee held 18th February 2020 it was agreed to look at a review of the current RMP and staff were asked to investigate and provide an options report to this meeting.

Discussion/Ngā kōrerorero

The current RMP was adopted in July 2012 and is intended as a guide for the joint management committee and council.

The document provides a shared vision, legal and planning framework including cultural and natural attributes for the governance of both the Pou Tu o Te Rangi and Harding Park sites.

The current RMP details a review process for the RMP stating:

There is no specific statutory time frame for reviewing the Reserve Management Plan. However, given the inter-relationship between the Reserve Management Plan and the recently notified District Plan (i.e. the District Plan is currently reliant on the Management Plan for controlling activities within the reserve), a review period of 5 years is recommended. The nature of the review may not necessarily need to be a full and comprehensive review.

Staff have spoken with Stellar Projects (one of three members of the 'Open Spaces' Professional Services Panel) and discussed what is required with this initial project.

Stellar Projects have provided a scoping document which outlines the processes and costs associated with completing this work (**Attachment A**).

Options

Option 1: Approve the review of the RMP.

This will provide the information required so the committee can make an informed decision for the next steps.

Option 2: Not approve the review of the RMP.

This will not be in keeping with what has been identified in the RMP and will not enable the committee to have the information needed to make informed decisions.

The recommended option is **option 1**.

Financial implications

The costs for Stage 1, reviewing the RMP can be allocated from the budgeted \$100,000p/a.

Significance and engagement/Hirahira me ngā whakapāpā

The decisions or matters of this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via agenda on the website.

Next steps/E whaiake nei

Staff to engage Stellar Projects to complete the review of the RMP.

Attachments/Ngā tapiritanga

	Title
A	Reserve Management Plan Review scoping document.

13 May 2020

Mike Collins / Hamish Watson
Kaipara District Council
Private Bag 1001,
Dargaville 0340

By email: mcollins@kaipara.govt.nz

Dear Mike / Hamish,

Further to our recent discussions, please find enclosed our offer to produce an Options Analysis for the review of the Pou Tu o Te Rangi and Harding Park Reserve Management Plan.

Background

The Pou Tu o Te Rangi and Harding Park Reserve Management Plan was adopted by Kaipara District Council in July 2012. The Reserve Management Plan was intended as a guide for Council and the Pou Tu o Te Rangi Management Committee for the ongoing joint management of both Pou Tu o Te Rangi Pa ('the Pa') and Harding Park ('the Park').

The Pou Tu o Te Rangi and Harding Park Reserve Management Plan sets out a shared vision for the Pa and the Park as well as providing information on the legal and planning framework governing the management of the Pa and the Park, natural and cultural attributes of the area and the management issues and opportunities. These form the basis of the objectives and policies and the implementation plan.

The Reserve Management Plan details a review process for the Reserve Management Plan stating:

There is no specific statutory time frame for reviewing the Reserve Management Plan. However, given the inter-relationship between the Reserve Management Plan and the recently notified District Plan (i.e. the District Plan is currently reliant on the Management Plan for controlling activities within the reserve), a review period of 5 years is recommended. The nature of the review may not necessarily need to be a full and comprehensive review however the decision as to whether to undertake a review and what scale that review should be needs to consider the following:

- *Whether the objectives and policies of the Plan remain current.*
- *Whether the provisions of the Plan still reflect the use, protection and maintenance desired for the reserve.*
- *Whether the implementation of the Plan has facilitated the use and enjoyment of the reserve.*
- *Whether the Plan controls development on the reserve to a suitable level.*
- *Whether there have been changes in surrounding land uses which affect the use or management of the reserve.*
- *Whether the Plan still reflects community and iwi desires for the reserve.*
- *Whether the Plan has resulted in any unintended adverse effects through its implementation.*
- *If there has been any public feedback about the management or operation of the reserve or the Plan.*

It is recommended that these matters are the minimum considered in determining whether a comprehensive review is undertaken and that a report is prepared considering these factors



and recommending whether a review is necessary and if so, what level of review. The same report needs to also consider whether the changes proposed to the Plan are of such a nature as constitute a comprehensive review (and thus require public involvement as set out in Sections 41(5) and (5)) or whether a lesser level of review is proposed and full compliance with Sections 41(5) and (5) may not be necessary.

Kaipara District Council has engaged Stellar Projects to undertake an assessment of the Reserve Management Plan in accordance with the review process outlined above. Our assessment will provide Kaipara District Council with an options analysis to make an informed decision on the best process for the review of the Pou Tu o Te Rangi and Harding Park Reserve Management Plan.

Scope of Services

To undertake the options analysis the following steps are proposed:

- Review of all relevant documents in detail;
- Detailed review of Reserves Act 1977 RMP process;
- Site visit;
- Meeting with relevant Kaipara District Council staff;
- Meeting with key stakeholders;
- Production of an Options Analysis Report which determines:
 - Key issues;
 - Options; and
 - Timeframes.

The purpose of the Options Analysis Report is to provide Kaipara District Council with a document which provides for an informed decision on the best process to review the Pou Tu o Te Rangi and Harding Park Reserve Management Plan.

Project Team and Structure

To appropriately resource this engagement and ensure the best project outcomes, the Stellar Projects team will be led by our Senior Planners Elisha Oldridge and Fiona McLeod, with support from Planning Manager Stuart Brooke as required.

Program

The team aim to complete the Options Analysis Report by 7th July 2020. Indicative milestone dates are set out below:

Purchase Order – approved by 20th May 2020

Research, site visit and stakeholder engagement – Completed by 12th June 2020

Draft Options Analysis Report – Completed by 23rd June 2020

KDC feedback – Completed by 30th June 2020

Final Report – Completed by 7th July 2020

Fee Estimate

Below is Stellar Projects itemised fee estimate for scope of works as outlined above.

DESCRIPTION	UNIT	QTY	AMOUNT
Review background information	LS	1	\$2,000



Site visit, meetings and stakeholder engagement	LS	1	\$2,500
Options Analysis Report	LS	1	\$4,500
Subtotal			\$9,000
Additional Services (if Required)			
Preparation of presentation materials	PS	1	\$500
Attendance at Governance group meeting (1 meeting)	PS	1	\$1,000
Subtotal			\$1,500
			\$10,500

Exclusions

1. The fee above is an estimate only. In the event that the hours detailed above are likely to be exceeded KDC will be notified. No additional time will be spent without prior agreement.
2. Allowance has been made for one site visit only.
3. One on one meetings will be arranged with Key Stakeholders (either in person or via video conferencing), no provision is made for workshops at this stage.

We trust that you find the above to your satisfaction. If you have any questions, please do not hesitate to call us. We thank you for the opportunity to offer our Quotation for this work and look forward to hearing from you.

Yours sincerely,

Stuart Brooke
Planning Manager
Stellar Projects Limited

Phone: 022 601 5610

Email: stuart.b@stellarprojects.co.nz

Traffic Flow Feasibility Report

Meeting: Pou Tu o Te Rangi Harding Park Joint Management Committee
Date of meeting: 19 May 2020
Reporting officer: Hamish Watson, Parks and Recreation Manager

Purpose/Ngā whāinga

To seek approval to include the traffic flow feasibility as part of the Reserve Management Plan (RMP) review process.

Executive summary/Whakarāpopototanga

Stellar Projects have provided a traffic flow feasibility report as requested for the Committee's review, this document provides several options and high level cost estimates. Staff have provided options for the Committee to discuss and approve.

Recommendation/Ngā tūtohunga

That the Pou Tu o Te Rangi Harding Park Joint Management Committee:

- a) Delegates the Chief Executive to include the review of the traffic flow options as part of the Reserve Management Plan review [Option 3 in the report].

Context/Horopaki

Previously staff were asked to investigate options for traffic movements within the park and report back, this report provides options for the Committee to discuss.

Discussion/Ngā kōrerorero

Stellar Projects were engaged to look at options and feasibility of being able to redirect traffic to stop vehicles carrying on past the Museum and instead turn them around and send vehicles back down to the current entry road making this a 2 lane road or the possibility of providing a new entry or exit point on to Old Golf Course Road. Stellar have provided high level options to be reviewed by the committee.

Options

Option 1: Ask staff to continue to investigate the options and consult with the relevant parties.

Option 2: Not proceed with this work any further.

Option 3: Add this work to the scope for the potential review of the RMP and add as a possibility for consultation.

The recommended option is option 3 as this will provide the best feedback from the community.

Risks and mitigations

By adding to the RMP review this will ensure that all relevant parties are consulted with and appropriate feedback is received.

Significance and engagement/Hirahira me ngā whakapāpā

The decisions or matters of this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via agenda on the website.

Next steps/E whaiake nei

Staff are to include this work as part of the RMP review.

Attachments/Ngā tapiritanga

	Title
A	Traffic Feasibility Report.


Po Tu O Te Rangi (Harding Park) Safety & Connectivity Assessment



Prepared For:
Kaipara District Council
by Shane Dale
Ref: #J002411

5 February 2020

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DOCUMENT QUALITY CONTROL RECORD

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The following person(s) are to receive a copy of this document upon each revision release:

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Hamish Watson	Parks and Reserves Officer	Kaipara District Council
Office	Records Copy	Stellar Projects Limited

DOCUMENT STATUS

The following table outlines the revision status of this document:

REVISION	PUBLICATION DATE	COMMENTS
Rev 0	30 January 2020	Draft

Report Prepared For: **Kaipara District Council**

Report Prepared By: Stellar Projects Limited

Document Author: Shane Dale (Senior Engineer)

Reviewed By:

Claire Bodmin – Senior Project Manager &
Landscape Architect
22/01/2020

Authorised for issue: Natalie Blandford – Northland Regional Manager

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1. GENERAL

1.1 Introduction

Kaipara District Council (KDC) has engaged Stellar Projects Limited (SPL) to undertake an investigation and feasibility assessment of options to improve safety and connectivity within Harding Park, Dargaville.

Harding Park is a popular destination for visitors and residents of Dargaville alike and contains the following tourist attractions:

- The Dargaville Maori Maritime and Pioneer museum;
- The Kaipara Vintage Machinery club;
- The Lighthouse function centre;
- Pou Tu Terangi Pa site look out;
- Old Mount Wesley Cemetery;
- Harding Park family cemetery, and
- An overnight campervan parking area.
- Views along the Wairoa River to the Kaipara Heads

The following stakeholders have interest in Harding Park and hold regular meetings to ensure good management of the park and its facilities.

- Harding Park Governance group
- Kaipara District Council (Parks reserves and Roding)
- Local Board members

The governance group that manages Harding Park - made up collectively of Iwi representatives, Hagley family members, Museum and Vintage group members) - has discussed the following vision for the park.

Vision for the park (source - Reserve Management Plan 2012)

"Pou Tu o Te Rangi/Harding Park will be an important enjoyable learning environment rich in natural and cultural heritage for both the local community and visitors. Throughout the site, stories will be expressed hinting at the unique qualities of this place and this community; past, present and future".

and

"Pou Tu o Te Rangi/Harding Park will be a shared public place for recreation, events, fun and learning".

Key objectives from the Harding Park vision statement include:

Improving perceived and actual safety. Ensure all parts of Pou Tu o Te Rangi/Harding Park are accessible to the public and that the public feels welcome to explore all parts of the site(s). Ensure Pou Tu o Te Rangi/Harding Park is well connected to its immediate surrounds.

In order to achieve these objectives a schematic diagram is required for the park that considers; road safety, connectivity, accessibility, parking capacity, traffic circulation, landscaping and the overall amenity of Harding Park.



1.2 Background information

The following background information was provided by KDC for consideration.

Opus traffic report (2017)

A Traffic Management report was prepared by Opus in 2017, to consider traffic circulation within Harding Park.

This report covered the safety of the existing park access at the intersection off Harding Park Access Road and Mount Wesley Coast Road, as well as the direction of traffic circulation through Harding Park itself.

The report concluded that the existing 'clockwise traffic circulation' was most desirable and that some minor modification to signage and road marking was necessary to improve road safety within the park.

The scope of the Opus Report did not include consideration of connectivity within the park for current and future proposed activities (e.g. parking capacity improvements and future mountain bike paths).

Littoralis Landscape plans (2019)

Concept plans (1:500 scale) were provided for certain improvements within Harding Park. These landscape plans were focussed on the immediate areas surrounding the Museum and Vintage Machinery Yard, with some suggested improvements to parking capacity, footpath connectivity, landscaping adjacent to existing roads and buildings as well as improvements to the Vintage Machinery Yard entrance.

The work presented in these concept plans is an improvement on the existing layout and amenity within the park but does not fully address the issues with parking capacity, traffic circulation, safety and connectivity, especially during special events like funerals etc. For clarity the items that require further consideration are listed below:

- Removal of the parking and roadway to the east of the Lighthouse convention centre to improve vistas across the Wairoa River;
- Two-way traffic circulation between the Museum and Vintage Machinery Yard between the proposed parking areas;
- Safety issues on the one-way circuit, particularly with the bus stop location, pedestrian drop off and bus turn around areas;
- The future proposed mountain bike track network to the west of the access road and potential parking area for these visitors;
- Provision of an alternate access or road widening to facilitate future growth, increased visitor numbers and event management.

The schematic connectivity plans provided in this report are a high-level assessment of connectivity, road safety and traffic circulation only. We recommend these concepts are developed further with the assistance of Stellar Projects and Littoralis once the preferred option is adopted.

The scheme plans (Options 1,2 and 3) are included in Appendix A of this report.



1.3 Project Objectives

In line with the reserve management plan the following project objectives are considered as part of this report.

Supporting future growth

That future growth is supported by the provision of improved infrastructure for traffic, pedestrians and public health.

- Parking capacity that services the Vintage Machinery Yard, the Museum and the Mountain Bike Park;
- Public facilities such as improved bus circulation and bus stop, public toilets
- Signage that welcomes and encourages an increase in customers

Connectivity

That connectivity is improved between different features within the park to ensure that the public feels welcome to visit all parts of the park and that visits are memorable for the right reasons.

- Footpath connections between all facilities (Cemetery, Museum, Vintage Machinery Yard, Mountain Bike Park and Maori Pa Site).
- Wayfinding signage to ensure visitors can find their way around the improved facilities, to ensure that visits are memorable.

Road Safety

That with an increased number of visitors to Harding Park, road safety improvements are sufficient to ensure safety of visitors by considering the following:

- Information and direction signage is clear and easy to understand (mainly for tourists);
- Road and intersection layouts are 'self-explaining';
- Eliminate hazardous areas (e.g. tight narrow bends with no visibility).

Level of service to facilities

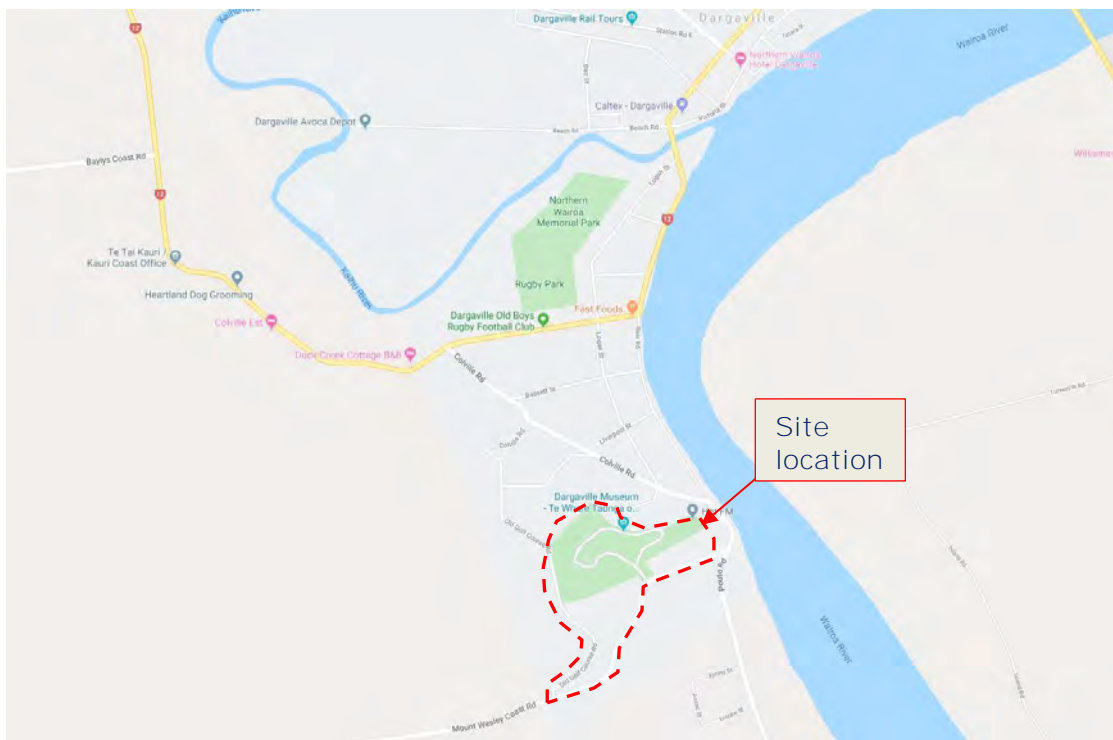
Ensure that all tourist attractions within Harding Park have an equal level of service:

- Equal facilities provided for Museum and Vintage Yard (Parking, Toilets, pedestrian access and interest)
- Equal level of Service for all visitors to the park (all modes and abilities)



1.4 Site location

Harding park is located to the south of Dargaville town centre on the western bank of Wairoa River. The main access to Harding Park is via Colville Road, Pouto Road and Mount Wesley Coast Road to the park entrance.



Mount Wesley Coast Road is a rural arterial road that links Dargaville with Mahuta on the west coast, the traffic volume on this road is approximately 375 vehicles per day and the posted speed limit is 100km/h.

The current access to the park is provided off Mount Wesley Coast Road, via Harding Park Access Road. The intersection at the entrance to the park is a T Junction and has a Right Turn Bay (RTB) provided for visitors to the park. Harding Park Access Road is currently a loop road operating in a clockwise direction, with the lower section being wide enough for entry and exit movements.

Old Golf Course Road is a local road to the west of Harding Access Road which has a traffic volume of approximately 195 vehicles per day and a speed limit of 50km/h. Old Golf Course Road is on the western boundary of Harding Park and consideration is given in this report to using Old Golf Course Road as an alternative access to Harding Park, noting it is currently unsealed



2. SITE INVESTIGATION

Site visits were conducted on the 12 December 2019 and again on 16 January 2020 to assess the feasibility of design options. While visiting Harding Park as a visitor, we got a good feel for the 'user experience'.

User Experience

Upon arrival in Dargaville we found that there was a good level of information and direction signage from Dargaville to Harding Park, **reinforced by 'MUSEUM'** wording on the roof of the Museum building itself.

Dargaville town concrete footpath (constructed by Kaipara District Council) connects Dargaville to Harding Park via River Road and Pouto Roads.

The vehicle entrance to the park is well laid out, calm and welcoming to visitors when they arrive with information signage for the park and the Harding family burial sites. After entering Harding Park and stopping, the environment was very peaceful and quiet, information was at hand and the road entering the park was also quiet in terms of vehicular traffic. There are immediately some picnic tables near the entrance and open grassy areas to relax and read the information boards.

The drive up into Harding Park from the gate was enjoyable, with various interesting features along the way, including information signage, ponds, bush walks, Vintage Machinery, landscaping and a maritime display.

Arriving at the carpark area, the parking area and toilet was reasonably well laid out, although it was unsealed and therefore unmarked. One or two campervans and house buses were present, with very little other vehicular traffic.

Toilets were available within the carpark, although the condition was not great and accessibility, capacity and cleanliness could be improved. Better toilet facilities were available within the Museum building.

Traffic generators

The following activities within the park contribute to trip generation / traffic movements:

- Museum & Café patrons and staff
- Campervan parking area (although less popular now that other camp sites near the river have been provided)
- Cemetery visits and burials / wakes held at the Museum area (also requires hearse access)
- Proposed mountain bike park (some people drive up with bikes, although the intention is to provide connectivity to the road so cyclists can cycle to the site)
- Walkers visiting the cemetery paths
- Motorists visiting just for the view



Discussions with Museum and Vintage Machinery Yard

During our site visit on 16th January 2020 we were able to discuss the current operation of the Museum and Vintage Machinery Yard with the Museum director and a manager from the Vintage Machinery club.

Some of the operational issues experienced by the Museum include:

- Patron numbers are approximately 7000/year (increased from 5,000/year over the last 3 years)
- During large events (such as funerals / weddings) some visitors want to travel back against the One-way flow of traffic, presenting various safety issues with turning traffic, **pedestrians and potential 'head on' crashes**
- One-way traffic circulation works well for the museum as many visitors come to Harding Park for the view and it is only once they drive past the museum door and see the facilities that they decide to stop and visit the museum
- The one-way road loop is a journey through Harding Park, and most of the views are only experienced by motorists once they pass the Museum door
- Many motorists drive up for the view and to take photos. If the route is truncated near the museum door, visitors may not come up at all as they **can't 'drive by' to take photos**
- During funerals the hearse needs to be able to drive in followed by family, and then drive down past the Pa site to the cemetery area. Truncating the road network at the museum would not allow this to happen. The hearse would instead be required to turn in the bus turn around area and reverse back to the lighthouse function centre
- Similar to the above, during weddings the wedding procession moves in one direction through the park and the Museum operators are keen to keep the one-way circuit for the flow of these events
- If hearses or wedding vehicles were forced to turn around at the bus turn around area, this would introduce both safety and operational issues for the Museum and Lighthouse function centre
- The open shed near the campervan car parking area will be used to store the ceremonial Waka. This Waka is used from time to time in events and needs to be able to be moved in and out with relative ease. Similar to weddings and funerals above, the one-way loop best supports the use of the Waka in ceremonies as the waka is transported down past the Pa site towards the river, as opposed to backwards through the park to Mount Wesley Coast Road
- The existing disabled parking spaces are currently at the entry to the museum. If the road was truncated at the Museum, either these parking spaces would be moved to the main car park, or drivers with disabilities would be expected to do a 3 point turn to exit the parking area
- Few buses - approximately 7 per month

The Museum Director has serious concerns with changing the road to two-way, as this will bring a plethora of safety and operational issues that do not currently exist in the park



Current issues observed during site visit:

- Narrow road widths (4m)
- **Topography doesn't allow for** wholesale widening of roads (sideling cut and fill and retaining walls)
- Possible Geotech issues
- Working on a site with archaeological / historic value
- No facility for bus turn-around
- Buses drop passengers off on opposite side of the road with passing vehicles
- Rainbow Warrior masts and parking obscure the view and Governance group has the desire to remove these and reinstate natural landscaping
- Potential connection for exit route is unsealed

Options:

- Remove sharp curve, masts and parking area and reinstate landscaping and improve view
- Possibly retain and modify existing road as part of proposed cycle route or pedestrian route
- Upgrade road and parking areas around the museum and Vintage Machinery areas for better traffic flow, accommodating buses and improved parking facilities
- Integrating with walking tracks, mountain bike tracks, pa site, cemetery museum and Vintage Machinery Yard activities
- Providing a better exit route via the metal road (Old golf course road)

Safety:

- The earlier signage recommended by Opus has been installed and appears to be working well (advance warning, one-way signage and speed limit signage)
- Currently the intersection with Mount Wesley Road is well laid out with RTB provision for those entering the site
- The intersection control is a STOP control, with signage and yellow limit line present
- Some restricted visibility around the curve for oncoming vehicles (at existing RTB into Hagley Park)
- Speed environment de-restricted with no advance warning signage of Harding Park and the Museum
- The speed limit within Harding Park itself is low (30km/h) and this is reinforced by the calm environment created within the park by the presence of cemeteries, landscaping and bush tracks



- Signage within Harding Park reinforces the one-way traffic circulation
- The intersection of Old Golf Road has a skew layout, there is no RTB nor intersection controls and the intersection is not very conspicuous for traffic travelling along Mount Wesley Coast Road
- There is a de-restriction sign when leaving Old Golf Road that is positioned in an awkward location on Old Golf Road
- Old Golf Road is sealed only for the first 150m; beyond this point a seal extension of Old Golf Course Road is required for approximately 500m
- Old Golf Road is 5.5 – 6.0m in width and some widening would be required prior to sealing
- A new exit from Harding Park onto Old Golf Road is possible, with good visibility in each direction (near to the existing farm gate access)

Constraints:

- **Kauri Tree near Museum entrance (can't be moved)**
- Titoki trees along driveway (can be relocated if required)
- Tying in with existing drainage (lack of GIS information)
- Financial constraints for **seal extension on 'Old Golf Course' road** – and getting the Roading department to commit funding for this portion (0.6km x \$750,000 = \$450,000)

Design drivers:

- Investigate the provision for two-way traffic at top end between Vintage Machinery Yard and Museum to provide equal level of service to both tourist destinations
- Provide parking areas at the top of the hill between the two tourist destinations that provide equally for both (near toilet facilities)
- Provide a new link road to link with the existing metalled road to the west of the site
- Provide additional overflow parking near the new link road and start of mountain bike tracks

3. OPTIONS CONSIDERED

Three options are being considered to improve the traffic circulation within Harding Park. The main driver for this is to improve vistas from the Lighthouse function centre and the overall experience by the park user. There are also potential safety and connectivity benefits that can be realised through improved traffic and pedestrian facilities.

An aspect common to two of the options is provision of a two-way road network between the Vintage Machinery Yard and museum with parking, toilet and footpath facilities that service both tourist destinations equally. Further to the above, a new parking facility and access road is provided to service the Mountain



Bike Track and provide additional parking capacity for the Vintage Machinery Yard.

A third alternative option is considered which maintains the current traffic circulation but provides additional parking capacity for the proposed Mountain Bike track and Vintage Machinery Yard.

The options take on board earlier landscaping concepts from Littoralis and are discussed in more detail below.

3.1 Option 1 - Old Golf Course Rd becomes the new two-way connection to the park

This option considers adjusting the gateway into Harding Park to restrict it to entry and one-way circulation into the park only.

A new exit from the park will be provided by constructing a new link road to Old Golf Course road to the west. If vehicles are encouraged to exit via Old Golf Course Road, then intersection improvements may be required at Old Golf Course Rd / Mount Wesley Coast Road intersection.

This option would require a costly 'seal extension' on Old Golf Course Road to ensure safety of visitors to the park.

Pros	Cons
Safer options for traffic circulation / removes potential 'head on' conflicts between buses and cars on narrow bends	Large cost sealing Old Golf Course Rd (possibly subsidised by Roding team)
Less congestion within the park, with two alternative entry points (Main entry and mountain bike track via Old Golf Course Rd)	May require an investigation of Mount Wesley / Old Golf Course Rd intersection for safety improvements
Provides an alternative exit should an event close off the road to the Museum	Truncates the road at the Museum bus turn around area, resulting in park visitors not driving past the museum
	Old Golf Road residents would not be happy with the increased traffic volumes and associated noise
	Increased road maintenance costs for maintaining the new road network on Old Golf Course Road and new Harding Park access road
	Potential for safety issues arising at the intersection of Old Golf Course Rd and Mount Wesley Road
	Adversely affect the operation of funerals or weddings and other similar functions



3.2 Option 2 - Convert the existing one-way entry road to two-way

This option differs from Option 1 in that the portion of Harding Park Access Road is changed to two-way between Mount Wesley Road and the Vintage Machinery Yard, as opposed to providing a link road connection to Old Golf Course Road.

This option eliminates the need to seal Old Golf Course Road between the new connection and Mount Wesley Coast Road. However, this option is likely to have geotechnical and retaining wall challenges with widening the existing access road to two lanes.

This option would require costly cut and fill retaining walls on the portion of Harding Park Access Road between the pond and the Vintage Machinery Yard.

Pros	Cons
Does not require sealing Old Golf Course Rd	Geotech and retaining wall challenges for widening the road between the pond and Vintage Machinery Yard
Existing Mount Wesley Rd intersection has RTB and can safely accommodate all traffic movements	Min road width (6m) could still present some 'head on' challenges on curves i.e. bus vs car
	Truncates the road at the Museum bus turn around area, resulting in park visitors not driving past the museum
	Slightly more congestion with bike track visitors sharing same intersections
	A wider road environment encourages higher vehicle speeds
	Increased road maintenance costs for sealing and road marking within Harding Park
	Adversely affect the operation of funerals or weddings and other similar functions

Either option 1 or 2 would require extensive topographical survey, geotechnical investigation and scheme design prior to confirming feasibility.

3.3 Option 3 – No change to roads, but introduce carpark for mountain bike track

An alternative option is considered to reduce project costs.

This option works on the premise that the existing One-way traffic flow is working well and that there is sufficient capacity within the park to accommodate vehicles during peak periods for the current activities within the park.

The addition of the new proposed mountain bike track will encourage more people to drive to the park with their bikes. There will therefore be a requirement for additional parking near the start of the mountain bike tracks. Without this there is likely to be mountain bikers using the current sealed road and travelling in the wrong direction to access the new track location. This introduces a new safety concern that is not currently an issue in the park.



It is therefore necessary to provide a parking area near the start of the mountain bike track. This parking area could either be accessed off the existing one-way road network with a two-way entry / exit onto Harding Access Road.

Pros	Cons
Much lower cost when compared to the other two options	Does not provide an increase in capacity for growth or new activities within the park except for the proposed mountain biking and overflow parking
Avoids the potential for conflict between cyclists and motorists on Harding Park Access Road between the museum car park and the proposed mountain bike track	Doesn't address the traffic management issue when there is an event at the museum; there is still only one exit that requires vehicles to pass the Museum during events like funerals and weddings
Maintains the narrow cross-sectional widths, which assist in keeping speeds low within the park	
No disruption to landscaping already planted along the length of Harding Park Access road between the Vintage Machinery Yard and Museum	
New sealed parking area can be used as overflow parking for the Vintage Machinery Yard during events	
Maintains the one-way loop which is in itself a journey through the park for visitors	
Does not adversely affect the operation of funerals or weddings and other similar functions	

The preferred option is Option 3, which maintains the existing road network and operation within the park but provides additional parking capacity by formalising and providing new carparking areas.

3.4 Cost Estimate & Risks

The high-level rough order costs are as follows:

Option 1 – Maintain one-way access between Mount Wesley Coast Road and the Vintage Machinery Yard, widen the road between Vintage Machinery Yard and the Museum to facilitate two-way traffic, provide a connection to Old Golf Road and seal Old Golf Road. The cost for this option is \$2.32M, including 30% contingency.

Option 2 – Creating two-way access between Mount Wesley Coast Road and the Vintage Machinery Yard, widen the road between Vintage Machinery Yard and the Museum to facilitate two-way traffic, provide parking near the proposed mountain bike tracks. The cost for this option is \$2.25M, including 30% contingency.

Option 3 – Maintain the existing one-way road circuit, provide parking near the proposed mountain bike tracks and Museum. The cost for this option is \$0.85M, including 30% contingency.



The preferred option is Option 3, maintaining the one-way circuit as it is, with improvements to parking facilities and footpaths. This option does not adversely affect the existing operation of the Museum and Vintage Machinery Yard but does cater for additional visitors to the new facilities.

The above estimates do not include renewing the toilet block or any landscaping associated with the Littoralis designs.

3.5 Potential Safety & Operational Issues Associated with Preferred Option

The preferred option (Option 3) has been designed to have the least impact on the existing operation within Harding Park. We believe that changing the one-way circuit to a two-way road would introduce a number of new safety concerns. Given the length of the road network, there is capacity within Harding Park to cater for a large number of vehicles. The use of overflow parking during main events seems to adequately accommodate the additional traffic and parking requirements.

The only new feature for the park is the Mountain Bike Track; any visitors to this facility will be catered for by the new carpark area to the west of the Vintage Machinery Yard.

4. Conclusion & Recommendation

Following careful consideration of project objectives, site constraints as well as the likely safety and operational impacts of the project we consider the preferred option to be Option 3.

Appendix A contains schematic plans to be used for internal consultation to gain support for the proposal and confirm the preferred option. Should internal stakeholders require more detailed explanation, the comments supporting our decisions are contained in the body of this report.

Appendix B contains a Rough Order Cost estimate (R.O.C) with 30% contingency, for budgeting purposes. These Rough Order Costs have been developed using current contract rates and quantities obtained from KDC Geomaps data.

Appendix C contains site photos, Appendix D the current Littoralis plans and Appendix E the proposed Mountain Bike Tracks.

5. Limitations

This report is a high-level connectivity assessment prepared solely for the use of Kaipara District Council. The estimates in this report are high level and indicative only to guide Kaipara District Council on which option is likely to be the most reasonable in terms of benefit vs cost for Kaipara District Council.



6. References

The following websites were used during the preparation of this report:

<https://www.kaipara.govt.nz/uploads/documents/h/Reserve%20Management%20Plan%20July%202012%20FINAL%20-%20full%20appedice%20version.pdf>

<https://data.linz.govt.nz/>

<https://www.tripadvisor.co.nz/>

<http://www.dargaville.co.nz/VintageMachines.cfm>

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7. Appendices

APPENDIX A: SCHEMATIC DIAGRAMS

APPENDIX B: ROUGH ORDER COST ESTIMATES

APPENDIX C: SITE PHOTOS

APPENDIX D: LITTORALIS LANDSCAPE PLANS

APPENDIX E: MOUNTAIN BIKE TRACKS

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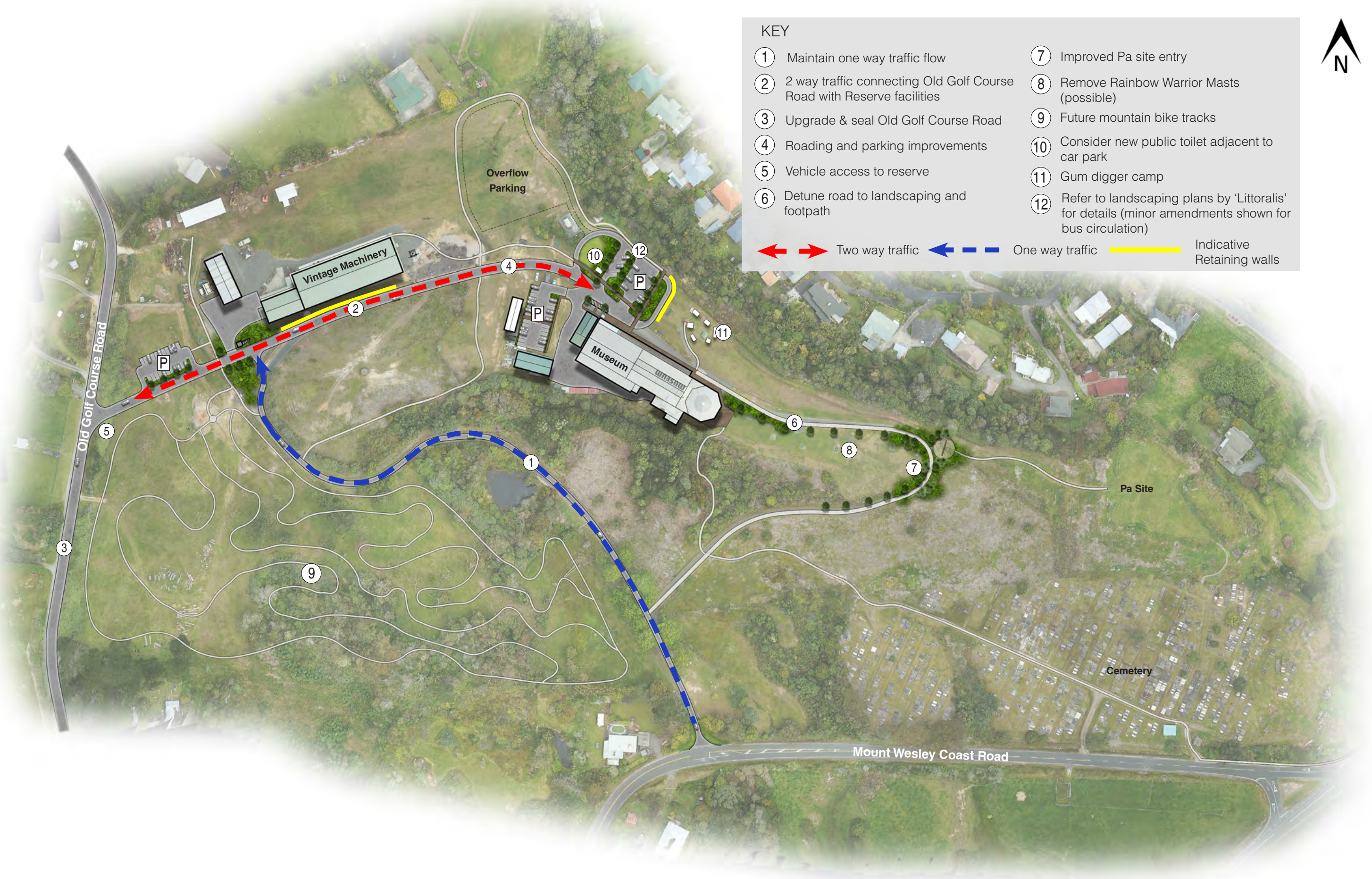
APPENDIX A: CONNECTIVITY DIAGRAMS

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KEY

- | | | | |
|-----------------|---|---|---|
| ① | Maintain one way traffic flow | ⑦ | Improved Pa site entry |
| ② | 2 way traffic connecting Old Golf Course Road with Reserve facilities | ⑧ | Remove Rainbow Warrior Masts (possible) |
| ③ | Upgrade & seal Old Golf Course Road | ⑨ | Future mountain bike tracks |
| ④ | Roading and parking improvements | ⑩ | Consider new public toilet adjacent to car park |
| ⑤ | Vehicle access to reserve | ⑪ | Gum digger camp |
| ⑥ | Detune road to landscaping and footpath | ⑫ | Refer to landscaping plans by 'Littoralis' for details (minor amendments shown for bus circulation) |
| Two way traffic | | One way traffic Indicative Retaining walls | |

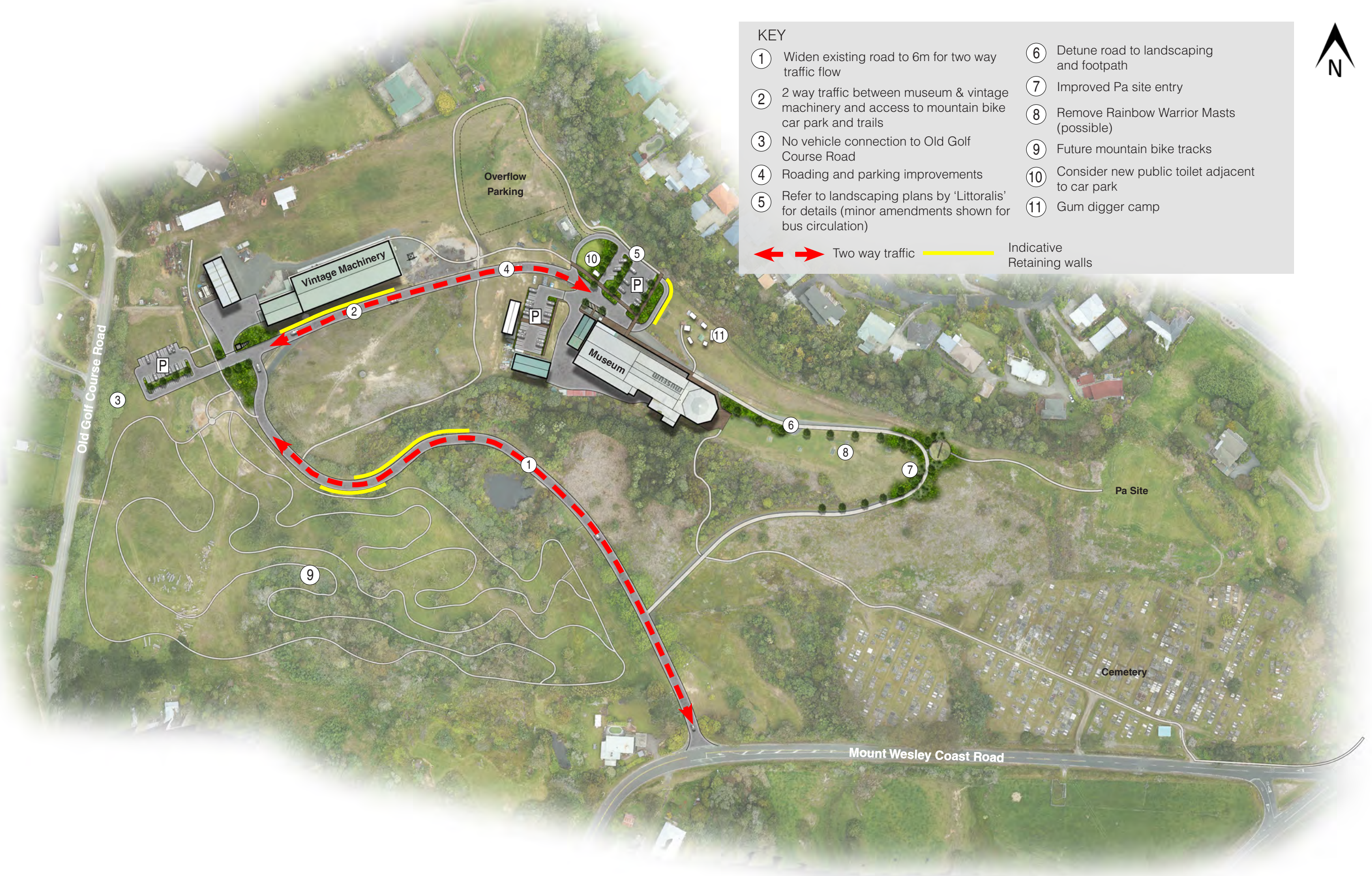


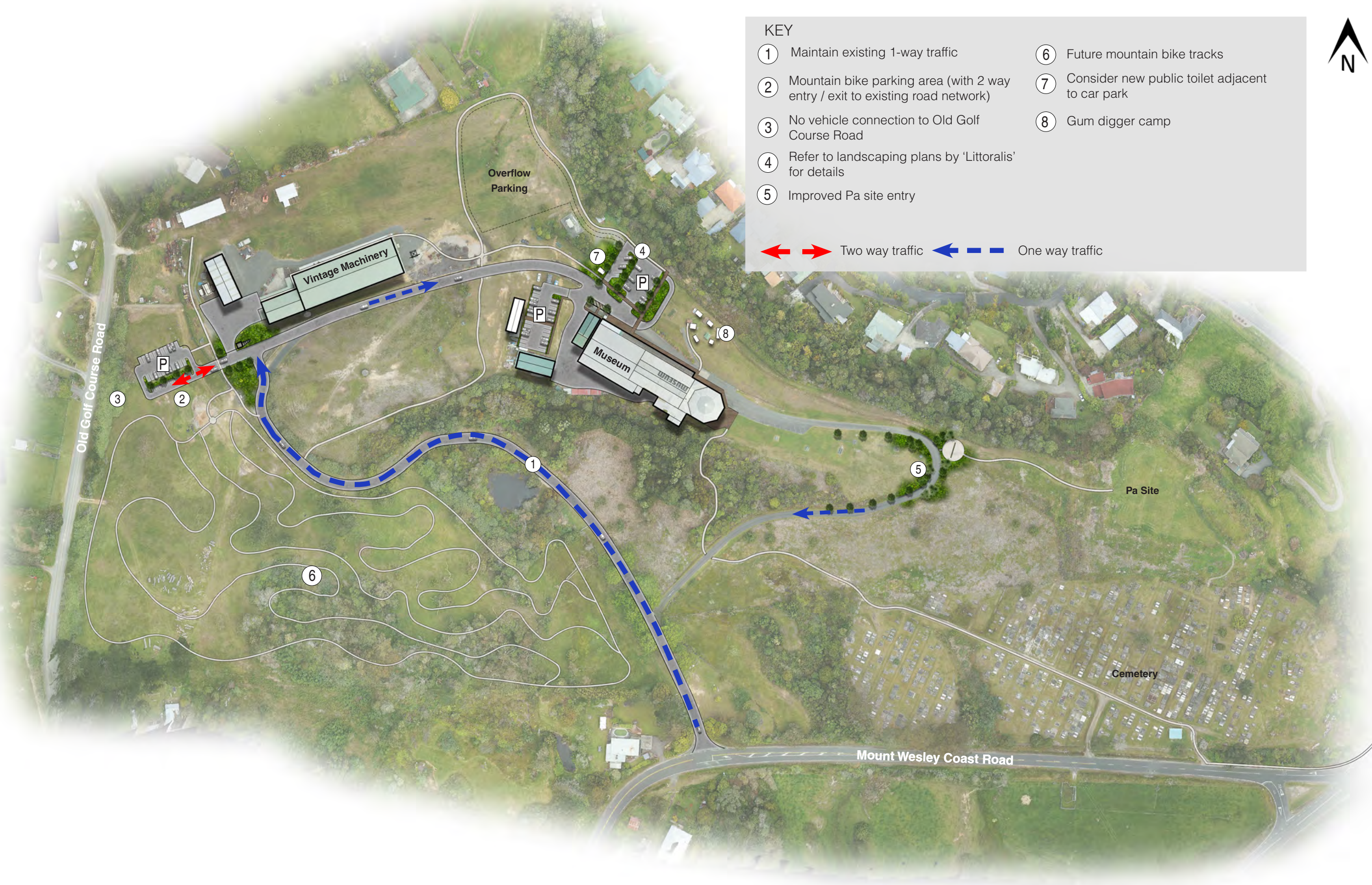


KEY

- | | |
|---|---|
| ① Widen existing road to 6m for two way traffic flow | ⑥ Detune road to landscaping and footpath |
| ② 2 way traffic between museum & vintage machinery and access to mountain bike car park and trails | ⑦ Improved Pa site entry |
| ③ No vehicle connection to Old Golf Course Road | ⑧ Remove Rainbow Warrior Masts (possible) |
| ④ Roading and parking improvements | ⑨ Future mountain bike tracks |
| ⑤ Refer to landscaping plans by 'Littoralis' for details (minor amendments shown for bus circulation) | ⑩ Consider new public toilet adjacent to car park |
| | ⑪ Gum digger camp |

← → Two way traffic — Indicative Retaining walls





KEY

① Maintain existing 1-way traffic	⑥ Future mountain bike tracks
② Mountain bike parking area (with 2 way entry / exit to existing road network)	⑦ Consider new public toilet adjacent to car park
③ No vehicle connection to Old Golf Course Road	⑧ Gum digger camp
④ Refer to landscaping plans by 'Littoralis' for details	
⑤ Improved Pa site entry	

Two way traffic
 One way traffic





APPENDIX B: ROUGH ORDER COST ESTIMATES

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HIGH LEVEL COST ESTIMATE



Project Name

Harding Park Safety and connectivity assessment - Option 1
(Car Parks & Roadworks only excl Landscaping)

Date:

30/01/2020

Schedule Status:

High Level Costing

Revision No:

Rev A

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT
A	PRELIMINARY AND GENERAL				
	10% of Physical works cost	L.S.	1	162,250.00	162,250.00
SUBTOTAL A					\$162,250.00
B	SITE PREPARATION				
B1	Site Clearance				
	<input type="checkbox"/> Mountain Bike carpark area	L.S.	1	2,100.00	2,100.00
	<input type="checkbox"/> Access to Old Golf Road	L.S.	1	7,500.00	7,500.00
	<input type="checkbox"/> Vintage Machinery Yard to Museum	L.S.	1	5,000.00	5,000.00
	<input type="checkbox"/> Museum Car Park area (incl bus turnaround area)	L.S.	1	5,500.00	5,500.00
	<input type="checkbox"/> Metal footpaths (Pa site and Vintage Machinery Yard)	L.S.	1	3,300.00	3,300.00
SUBTOTAL B					\$23,400.00
C	EARTHWORKS				
C1	Bulk earthworks & Road box				
	<input type="checkbox"/> Mountain Bike carpark area	m ³	640	30.00	19,200.00
	<input type="checkbox"/> Access to Old Golf Road	m ³	200	30.00	6,000.00
	<input type="checkbox"/> Vintage Machinery Yard to Museum	m ³	400	30.00	12,000.00
	<input type="checkbox"/> Museum Car Park area	m ³	200	30.00	6,000.00
C2	Imported Fill (benching and pavements)				
	<input type="checkbox"/> Mountain Bike carpark area	m ³	100	120.00	12,000.00
	<input type="checkbox"/> Access to Old Golf Road	m ³	40	120.00	4,800.00
	<input type="checkbox"/> Vintage Machinery Yard to Museum	m ³	200	120.00	24,000.00
	<input type="checkbox"/> Museum Car Park area (incl bus turnaround)	m ³	1340	30.00	40,200.00
C3	Timber retaining wall (0 - 2m)				0.00
	<input type="checkbox"/> Fill Bank (incl hardfill) - bus turnaround	m ²	100	1,000.00	100,000.00
C4	Removal of road carriageway (and reinstate T Soil)				
	<input type="checkbox"/> De-Tune Road to east of Museum	m ²	640	100.00	64,000.00
	<input type="checkbox"/> Near Vintage Machinery Yard	m ²	200	100.00	20,000.00
SUBTOTAL C					\$308,200.00
D	STORMWATER DRAINAGE				
D1	Supply and Install Manhole:				
	<input type="checkbox"/> Mountain Bike carpark area	P.S	1	50,000.00	50,000.00
	<input type="checkbox"/> Access to Old Golf Road	P.S	1	20,000.00	20,000.00
	<input type="checkbox"/> Vintage Machinery Yard to Museum	P.S	1	20,000.00	20,000.00
	<input type="checkbox"/> Museum Car Park area	P.S	1	20,000.00	20,000.00
SUBTOTAL D					\$110,000.00

HIGH LEVEL COST ESTIMATE



Project Name

Harding Park Safety and connectivity assessment - Option 1
(Car Parks & Roadworks only excl Landscaping)

Date:

30/01/2020

Schedule Status:

High Level Costing

Revision No:

Rev A

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT
E	KERB AND CHANNEL AND CONCRETE WORK				
E1	Kerb and Channel				
	□ Mountain Bike carpark area	L.S	1	6,400.00	6,400.00
	□ Access to Old Golf Road	L.S	1	12,000.00	12,000.00
	□ Vintage Machinery Yard to Museum	L.S	1	40,000.00	40,000.00
	□ Museum car park	L.S	1	20,000.00	20,000.00
SUBTOTAL E					\$78,400.00
F	ROAD PAVEMENT & SURFACING				
F1	Seal extension (Old Golf Road)	Km	0.60	700,000.00	420000.00
F2	Road widening within Harding Park				
	□ Mountain bike track parking to Vintage Machinery Yard	Km	0.10	300,000.00	30000.00
	□ Vintage Machinery Yard to Museum	Km	0.20	300,000.00	60000.00
	□ Wesley Coast Road to Vintage Machinery Yard	Km	0.40	300,000.00	120000.00
F4	Car Parks				
	□ Mountain Bike Car Park	m ²	250.00	200.00	50000.00
	□ Museum Car Park	m ²	500.00	200.00	100000.00
F5	Safety Improvements to Old Golf Rd and Mount Wesley Coast Rd intersection	P.S	1	150,000.00	150000.00
SUBTOTAL F					\$1,030,000.00
G	ROADMARKING				
G1	Roads (centrelines, intersection controls etc)	P.S	1	10,000.00	10,000.00
G2	Car Parks (parking spaces, direction arrows etc)	P.S	1	50,000.00	50,000.00
SUBTOTAL G					\$60,000.00
H	FOOTPATHS AND PEDESTRIAN FACILITIES				
H1	Metalled footpath connections	Lm	250	50.00	12,500.00
SUBTOTAL H					\$12,500.00
CONSTRUCTION TOTAL					\$1,784,750.00
CONTINGENCY (30%)					\$ 535,425.00
TOTAL (exclusive GST)					\$ 2,320,175.00

HIGH LEVEL COST ESTIMATE



Project Name

Harding Park Safety and connectivity assessment - Option 2
(Car Parks & Roadworks only excl Landscaping)

Date:

30/01/2020

Schedule Status:

High Level Costing

Revision No:

Rev A

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT
A	PRELIMINARY AND GENERAL				
	10% of Physical works cost	L.S.	1	157,120.00	157,120.00
SUBTOTAL A					\$157,120.00
B	SITE PREPARATION				
B1	Site Clearance				
	□ Mount Wesley Coast Road to Vintage Machinery Yard	L.S.	1	8,000.00	8,000.00
	□ Mountain Bike carpark area	L.S.	1	2,100.00	2,100.00
	□ Vintage Machinery Yard to Museum	L.S.	1	5,000.00	5,000.00
	□ Museum Car Park area (incl bus turnaround area)	L.S.	1	5,500.00	5,500.00
	□ Metal footpaths (Pa site and Vintage Machinery Yard)	L.S.	1	3,300.00	3,300.00
SUBTOTAL B					\$23,900.00
C	EARTHWORKS				
C1	Bulk earthworks & Road box				
	□ Mount Wesley Coast Road to Vintage Machinery Yard	m ³	2000	30.00	60,000.00
	□ Mountain Bike carpark area	m ³	640	30.00	19,200.00
	□ Vintage Machinery Yard to Museum	m ³	400	30.00	12,000.00
	□ Museum Car Park area	m ³	200	30.00	6,000.00
C2	Imported Fill (benching and pavements)				
	□ Mount Wesley Coast Road to Vintage Machinery Yard	m ³	250	120.00	30,000.00
	□ Mountain Bike carpark area	m ³	100	120.00	12,000.00
	□ Vintage Machinery Yard to Museum	m ³	200	120.00	24,000.00
	□ Museum Car Park area (incl bus turnaround)	m ³	1340	30.00	40,200.00
C3	Timber retaining wall (0 - 2m)				0.00
	□ Cut Bank	m ²	300	750.00	225,000.00
	□ Fill Bank (incl hardfill) - bus turnaround	m ²	100	1,000.00	100,000.00
	□ Fill Bank (incl hardfill) - Mount Wesley to Vintage Machinery Yard	m ²	120	1,000.00	120,000.00
C4	Removal of road carriageway (and reinstate T Soil)				
	□ De-Tune Road to east of Museum	m ²	640	100.00	64,000.00
	□ Near Vintage Machinery Yard	m ²	200	100.00	20,000.00
SUBTOTAL C					\$732,400.00
D	STORMWATER DRAINAGE				
D1	Supply and Install Manhole:				
	□ Mount Wesley Coast Road to Vintage Machinery Yard	P.S	1	50,000.00	50,000.00
	□ Mountain Bike carpark area	P.S	1	50,000.00	50,000.00
	□ Vintage Machinery Yard to Museum	P.S	1	20,000.00	20,000.00
	□ Museum Car Park area	P.S	1	20,000.00	20,000.00
SUBTOTAL D					\$140,000.00

HIGH LEVEL COST ESTIMATE



Project Name

Harding Park Safety and connectivity assessment - Option 2
(Car Parks & Roadworks only excl Landscaping)

Date:

30/01/2020

Schedule Status:

High Level Costing

Revision No:

Rev A

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT
E	KERB AND CHANNEL AND CONCRETE WORK				
E1	Kerb and Channel				
	□ Mount Wesley Coast Road to Vintage Machinery Yard	L.S	1	16,000.00	16,000.00
	□ Mountain Bike carpark area	L.S	1	6,400.00	6,400.00
	□ Vintage Machinery Yard to Museum	L.S	1	40,000.00	40,000.00
	□ Museum car park	L.S	1	20,000.00	20,000.00
SUBTOTAL E					\$82,400.00
F	ROAD PAVEMENT & SURFACING				
F1	Seal extension (Old Golf Road)	Km	0.00	700,000.00	0.00
F2	Road widening within Harding Park				
	□ Mountain bike track parking to Vintage Machinery Yard	Km	0.10	300,000.00	30000.00
	□ Vintage Machinery Yard to Museum	Km	0.20	300,000.00	60000.00
	□ Wesley Coast Road to Vintage Machinery Yard	Km	0.40	300,000.00	120000.00
F4	Car Parks				
	□ Mountain Bike Car Park	m ²	250.00	200.00	50000.00
	□ Museum Car Park	m ²	500.00	200.00	100000.00
F5	Safety Improvements to Old Golf Rd and Mount Wesley Coast Rd intersection	P.S	1	150,000.00	150000.00
SUBTOTAL F					\$510,000.00
G	ROADMARKING				
G1	Roads (centrelines, intersection controls etc)	P.S	1	20,000.00	20,000.00
G2	Car Parks (parking spaces, direction arrows etc)	P.S	1	50,000.00	50,000.00
SUBTOTAL G					\$70,000.00
H	FOOTPATHS AND PEDESTRIAN FACILITIES				
H1	Metalled footpath connections	Lm	250	50.00	12,500.00
SUBTOTAL H					\$12,500.00
CONSTRUCTION TOTAL					\$1,728,320.00
CONTINGENCY (30%)					\$ 518,496.00
TOTAL (exclusive GST)					\$ 2,246,816.00

HIGH LEVEL COST ESTIMATE



Project Name

Harding Park Safety and connectivity assessment - Option 3
(Car Parks & Roadworks only excl Landscaping)

Date:

30/01/2020

Schedule Status:

High Level Costing

Revision No:

Rev A

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT
A	PRELIMINARY AND GENERAL				
	10% of Physical works cost	L.S.	1	59,970.00	59,970.00
SUBTOTAL A					\$59,970.00
B	SITE PREPARATION				
B1	Site Clearance				
	<input type="checkbox"/> Mountain Bike carpark area	L.S.	1	2,100.00	2,100.00
	<input type="checkbox"/> Museum Car Park area (excl bus turnaround area)	L.S.	1	4,000.00	4,000.00
	<input type="checkbox"/> Metal footpaths (Pa site and Vintage Machinery Yard)	L.S.	1	3,300.00	3,300.00
SUBTOTAL B					\$9,400.00
C	EARTHWORKS				
C1	Bulk earthworks & Road box				
	<input type="checkbox"/> Mountain Bike carpark area	m ³	640	30.00	19,200.00
	<input type="checkbox"/> Museum Car Park area	m ³	200	30.00	6,000.00
C2	Imported Fill (benching and pavements)				
	<input type="checkbox"/> Mountain Bike carpark area	m ³	100	120.00	12,000.00
	<input type="checkbox"/> Museum Car Park area (excl bus turnaround)	m ³	140	30.00	4,200.00
C4	Removal of road carriageway (and reinstate T Soil)				
	<input type="checkbox"/> Near Vintage Machinery Yard	m ²	200	100.00	20,000.00
SUBTOTAL C					\$61,400.00
D	STORMWATER DRAINAGE				
D1	Supply and Install Manhole:				
	<input type="checkbox"/> Mountain Bike carpark area	P.S	1	50,000.00	50,000.00
	<input type="checkbox"/> Museum Car Park area	P.S	1	20,000.00	20,000.00
SUBTOTAL D					\$70,000.00
E	KERB AND CHANNEL AND CONCRETE WORK				
E1	Kerb and Channel				
	<input type="checkbox"/> Mountain Bike carpark area	L.S	1.00	6400.00	6400.00
	<input type="checkbox"/> Vintage Machinery Yard to Museum	L.S	1.00	40000.00	40000.00
	<input type="checkbox"/> Museum car park	L.S	1.00	20000.00	20000.00
SUBTOTAL E					\$66,400.00
F	ROAD PAVEMENT & SURFACING				
F2	Road widening within Harding Park				
	<input type="checkbox"/> Mountain bike track parking to Vintage Machinery Yard	Km	0.10	300,000.00	30000.00
F4	Car Parks				
	<input type="checkbox"/> Mountain Bike Car Park	m ²	250.00	200.00	50000.00
	<input type="checkbox"/> Museum Car Park	m ²	500.00	200.00	100000.00
F5	Safety Improvements to Old Golf Rd and Mount Wesley Coast Rd intersection	P.S	1	150,000.00	150000.00
SUBTOTAL F					\$330,000.00
G	ROADMARKING				
G2	Car Parks (parking spaces, direction arrows etc)	P.S	1	50,000.00	50,000.00
SUBTOTAL G					\$50,000.00
H	FOOTPATHS AND PEDESTRIAN FACILITIES				
H1	Metalled footpath connections	Lm	250	50.00	12,500.00
SUBTOTAL H					\$12,500.00
CONSTRUCTION TOTAL					\$659,670.00
CONTINGENCY (30%)					\$ 197,901.00
TOTAL (exclusive GST)					\$ 857,571.00



APPENDIX C: SITE PHOTOS

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Information signage
on River Road



Intersection direction signage
near the start of Pouto Road



Footpath connection from River
Road to Harding Park



RTB into Mount Wesley Coast
Road



Information signage on Mount Wesley Coast Road



RTB into Harding Park



Entrance into Harding Park



Calm environment on entering Harding Park



Placemaking with 'Pou' style poles on entry to park



Information map



Quiet environment on entry



Harding family cemetery



Start of one-way loop



Quiet road environment



Quiet road environment



Interesting roadside features
(left) and native planting (right)



Interesting roadside displays
(Maritime artefacts from
Dargaville)



Arrival at the museum (showing
direction boards for parking area)



Placemaking with **'Pou'** style
poles at parking area and on
entry to Museum



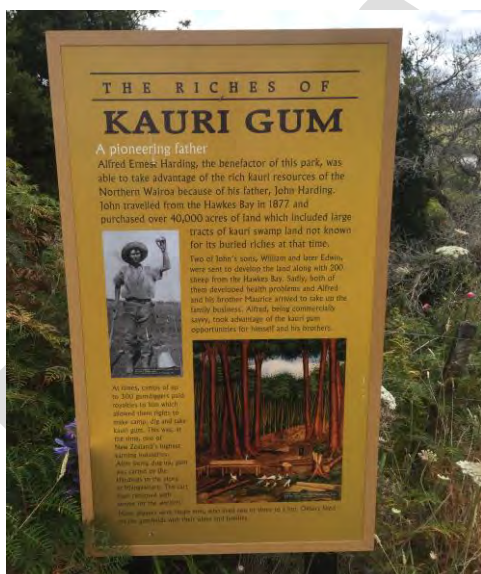
Parking area and toilet block



Historic bridge pier and plaque



Adjacent to gum digger village where bus turnaround would be constructed



Interesting display boards



Gum digger village and start of view across the river



Museum, Lighthouse Function Centre and carpark area



Existing bus stop (left) and disabled parking (right)



Lighthouse Function Centre and activities held at the venue



View over Dargaville and the river



Rainbow Warrior masts (parking and picnic areas)



Dargaville Lighthouse replica



Bush walks below Museum and Lighthouse Function Centre



Bush walks below Museum and Lighthouse Function Centre



Bush walk connection to road network



Footpath connection via cemetery to meet footpath on Mount Wesley Coast Road



One way exit via Harding Park Access onto Mount Wesley Coast Road



View to the right exiting Harding Park Access road



Road marking reminds tourists to stay on the correct side of the road



Skew intersection at Old Golf Road



Skew intersection at Old Golf Road



Sealed section of Old Golf Road
(RPO to RP150)



Unsealed section of Old Golf Road
(5.0m – 5.5m wide)



Unsealed section of Old Golf
Road, near where the new
intersection would be



Footpath connection to Old Golf
Road



APPENDIX D: LITORALIS PLANS

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0 25 50 m

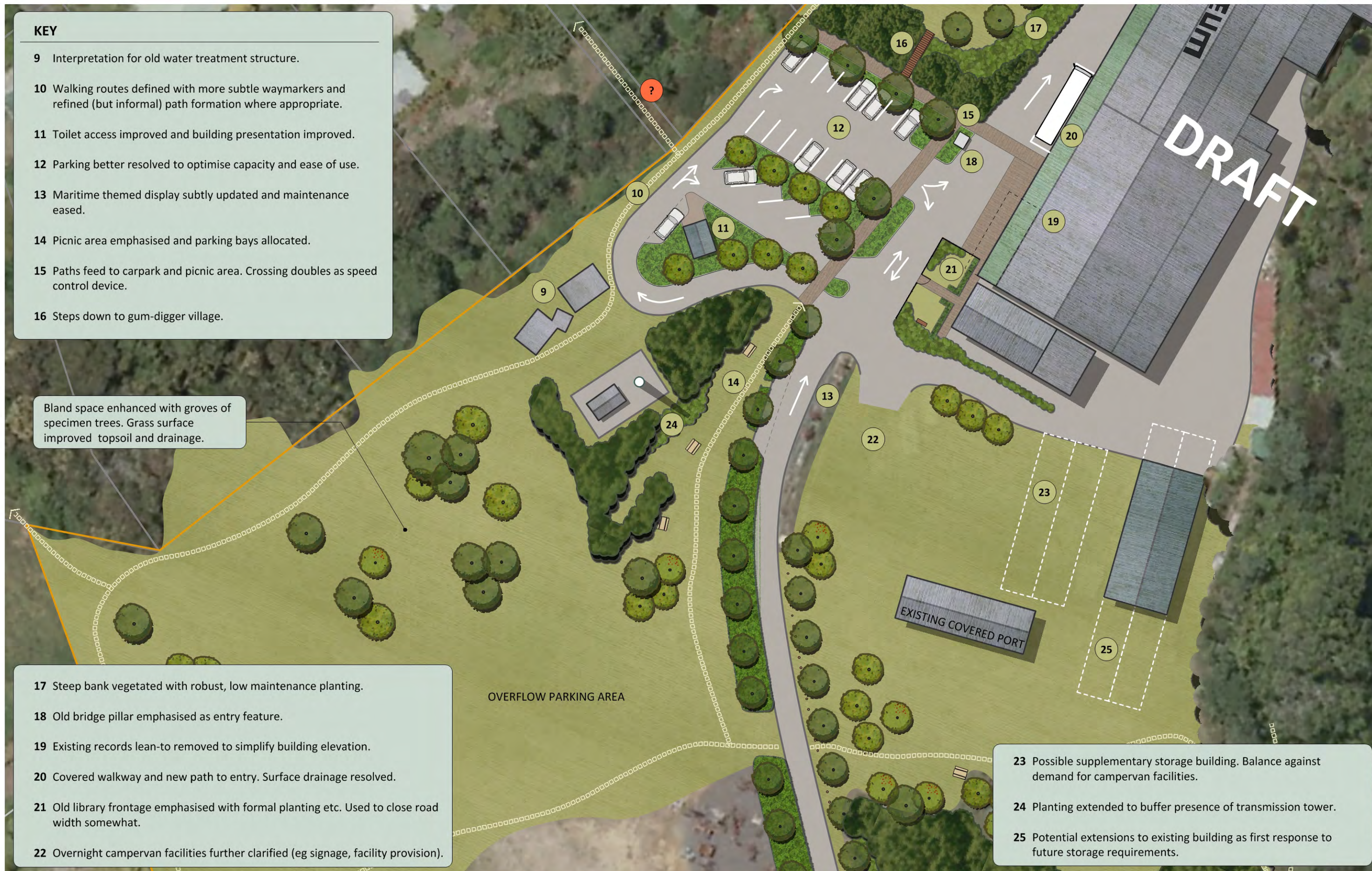
scale 1 : 500 @A3

Ref: 1240_DC1_20190423

LITTORALIS
LANDSCAPE ARCHITECTURE

51

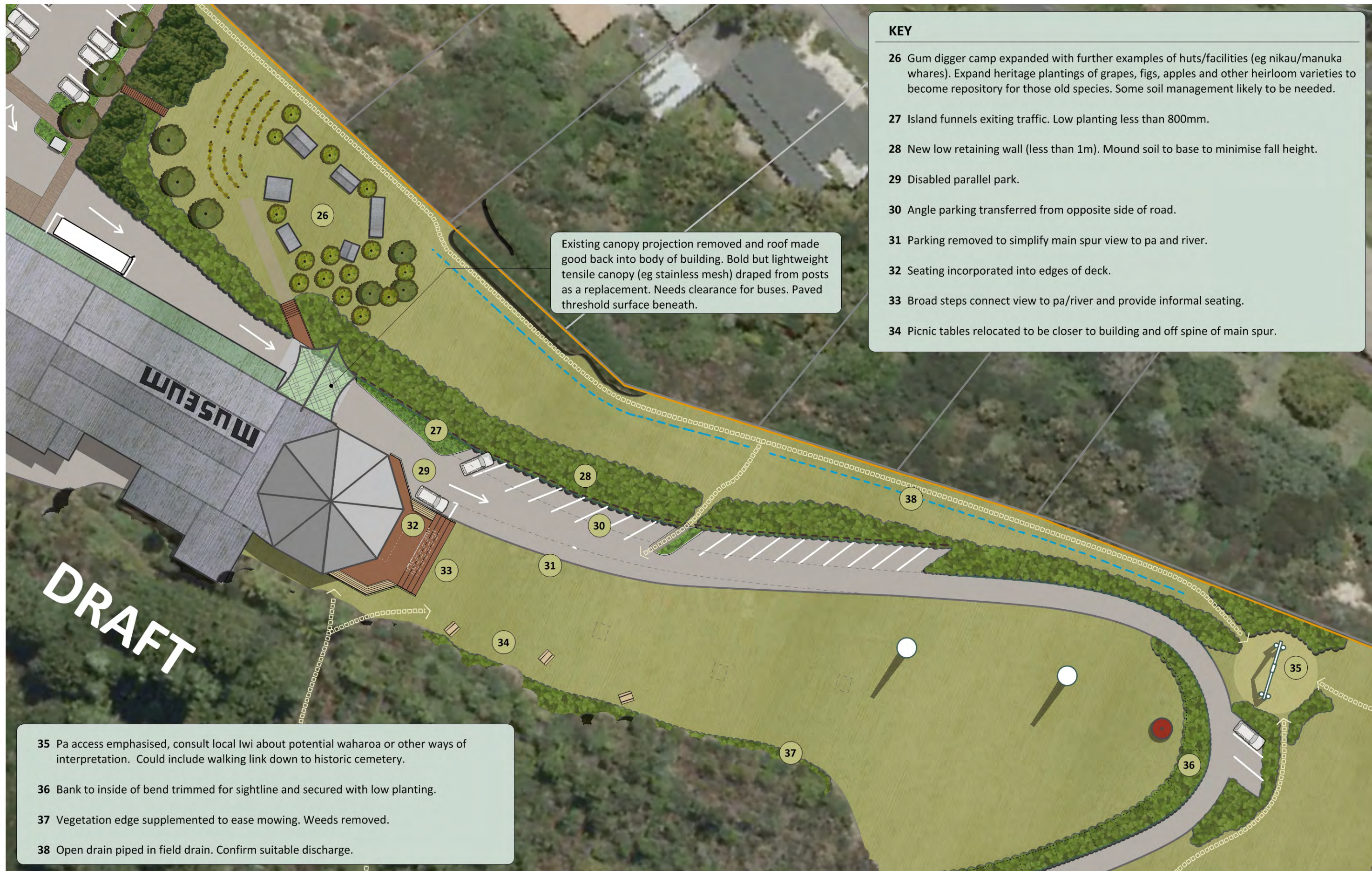
CONCEPT SHEET 1/3
PO TU O TE RANGI / HARDING PARK
Prepared for Kaipara District Council

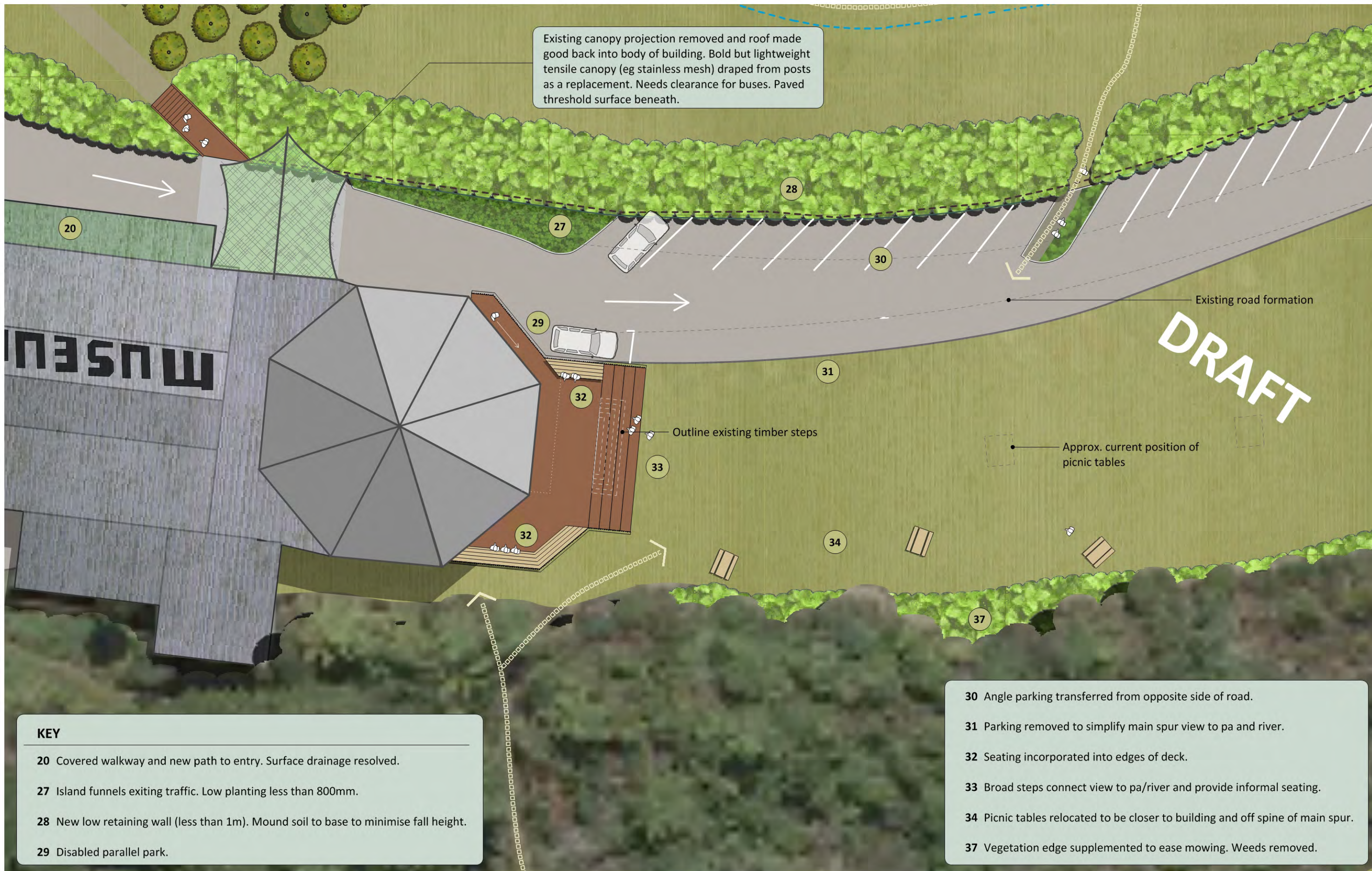


0 25 50 m

scale 1 : 500 @A3

Ref: 1240_DC1_20190423







Please refer to overall concept plans for key.

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GRAPE VINES

BUS PARKING



scale 1 : 250 @A3
Ref: 1240_DC1_20190423

- 1 Barrier composed of simple machinery elements arranged in sculptural way.
- 2 Gatehouse / ticket booth.
- 3 Planting frames and defines entry.
- 4 Entry pulled north and acting as simple two way access.
Tracking curves to cater for large vehicles.
- 5 Simple sign advertising Club and advising hours etc. Graphics to fit with family of signs for wider park.
- 6 Tree (evergreen) avenue reinforced with low planting.
- 7 Building either finished in darker colour or a well-executed mural.

DRAFT

Scattered specimen planting adds informal diversity. Possible dog exercise area? More picnic tables.



Ref: 1240 DC1 20190423

Prepared for Kaipara District Council



0 25 50 m

scale 1 : 500 @A3

Ref: 1240_DC1_20190423

LITTORALIS
LANDSCAPE ARCHITECTURE

57

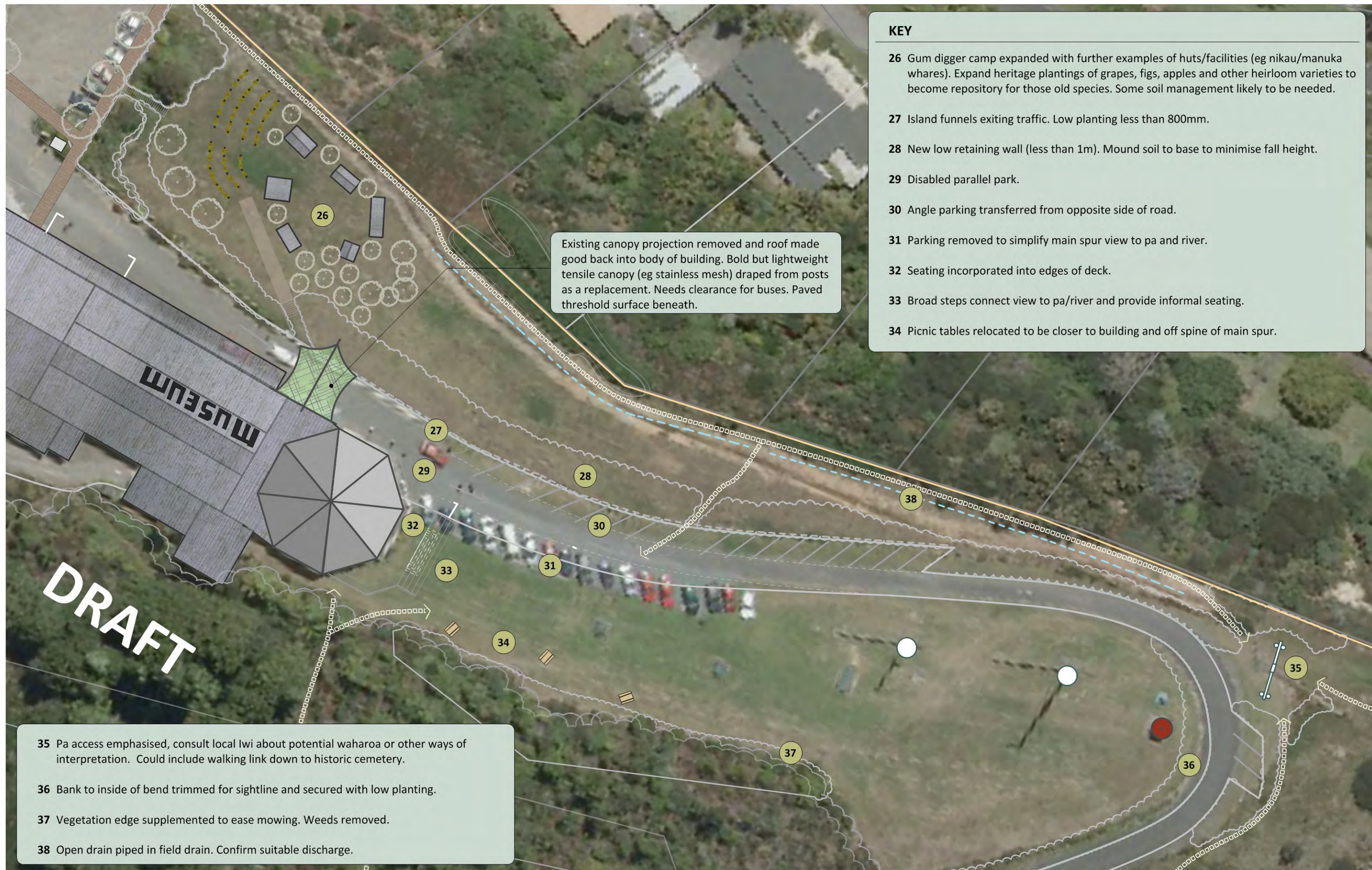
CONCEPT SHEET 1/3
PO TU O TE RANGI / HARDING PARK
Prepared for Kaipara District Council



0 25 50 m

scale 1 : 500 @A3

Ref: 1240_DC1_20190423





APPENDIX E: MOUNTAIN BIKE TRACK

DRAFT

Minor changes to
carpark and bike
tracks to fit access
Rd

Car Park

Boundry

Orange Trail 400mts approx
Yellow Trail 481mtrs approx
Purple Trail 350mtrs approx
Green trail 519mtrs approx

Up Hill back to the top.
Red Trail 450mts approx

Google Earth

Image © 2019 Maxar Technologies
© 2018 Google

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Website:

PROJECT:
HARDING PARK
DARGAVILLE

CLIENT:

**FOCUS
PATHIA**

DRAWING:

Harding Park
Dargaville

DRAWING NO:

Pou Tu o Te Rangi Harding Park Work Plan 2020/2021

Meeting: Pou Tu o Te Rangi Harding Park Joint Management Committee
Date of meeting: 19 May 2020
Reporting officer: Hamish Watson, Parks and Recreation Manager

Purpose/Ngā whāinga

To seek the Committee's approval for the 2020/2021 work plan.

Executive summary/Whakarāpopototanga

The Pou Tu o Te Rangi Harding Park Joint Management Committee is delegated to approve the works plan and budgets. This report outlines options for the Committee to review and decide what work they want to be completed in the 2020/2021 financial year.

Recommendation/Ngā tūtohunga

That the Pou Tu o Te Rangi Harding Park Joint Management Committee:

- a) Approves the indicative 2020-21 work plan as below **[Committee to discuss and prioritize the content of this table at the meeting]:**

Project	Budget

- b) Requests the Chief Executive to implement the works as above.

Context/Horopaki

The Reserve Management Plan (RMP) identifies work that needs to be completed. This report provides the Committee with the proposed work plan.

As per the Terms of Reference, it is the Committees' responsibility to approve the work plan for Pou Tu o Te Rangi Harding Park.

Discussion/Ngā kōrerorero

The 2018-2021 Long Term Plan (LTP) allocates a budget of \$100,000 per annum to implement capital works. The projects identified below are indicative budgets only and need to be discussed to prioritize this work.

		Officer Recommendation
Stage 1 RMP review	\$10,500	\$10,500
Stage 2 RMP update or create new RMP	\$30,000	\$30,000 (scale tbc)
Mountain Bike Trails	\$20,000	
Planting	\$15,000	\$10,000
Landscaping	\$9,500	\$9,500
Paths/Tracks	\$40,000	
Develop weed management plan	\$5,000	\$5,000
Implement weed management plan (Yr 1)	\$20,000	
Pā site pest plant control/landscaping	\$15,000	\$15,000
Pā site concept plans	\$20,000	\$20,000
Total		\$100,000

Options

Option 1: Approve 2020-21 work plan.

Approving the work plan will allow staff to carry on implementing the RMP

Option 2: Not approve 2020-21 work plan.

Not approving the 2020-21 work plan will mean staff are delayed in making a start on delivering the work plan as they will need to reassess the work requested and report back to the committee.

The recommended option is **option 1**.

Financial implications

Budgets are allocated as part of the LTP 2018-21.

Significance and engagement/Hirahira me ngā whakapāpā

The decisions or matters of this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via agenda on the website.

Next steps/E whaiake nei

Staff will deliver the work plan as agreed.

Pou Tu o Te Rangi Harding Park Forward Works Plan LTP 2021-2031

Meeting: Pou Tu o Te Rangi Harding Park Joint Management Committee
Date of meeting: 19 May 2020
Reporting officer: Hamish Watson, Parks and Recreation Manager

Purpose/Ngā whāinga

To seek the committees' approval for the forwards work programme for the 2021-2031 Long Term Plan (LTP).

Executive summary/Whakarāpopototanga

Council is currently developing the draft 2021-2031 LTP ready for public consultation early next year. The draft LTP will determine what projects will be completed and how they can be funded to implement the Reserve Management Plan (RMP) and other projects identified through the LTP process.

This report seeks to identify all the capital projects so that sufficient funds are set aside in the LTP. This will enable the continued implementation of the RMP over the next 10 years.

Recommendation/Ngā tūtohunga

That the Pou Tu o Te Rangi Harding Park Joint Management Committee:

- a) Recommends the following works be included in the draft Long Term Plan for Council's consideration, noting that the final decision will be made by Council and depend on the budget available [**Committee to complete table at the meeting**]:

Project	Budget

Context/Horopaki

Council is currently developing the draft LTP, this report is to provide guidance to the committee so they can approve the relevant projects and add others if required to be submitted in to the draft LTP for public consultation.

Discussion/Ngā kōrerorero

Council are required to develop LTP's on a regular basis, part of this process requires input from the Governance Committee.

A workshop with the Governance Committee was held in February outlining the process and asking for input.

Other projects may also be highlighted as part of the Reserve Management Plan review which may be able to be added.

There will be one more opportunity after this part to get projects in to the draft LTP when the draft goes out for submissions.

Attached is a process diagram showing the timeframes required to have a draft LTP (**Attachment A**). A list of projects and estimated budgets is attached (**Attachment B**)

Options

Option 1: Approve the projects as identified.

This will give staff guidance for the LTP process and provide information to council for direction.

Option 2: Not approve projects.

This will delay the process and may mean staff are unable to provide input in to the draft LTP document.

The recommended option is **option 1**.

Policy and planning implications

This needs to be part of council's planning for the LTP.

Financial implications

If we are unable to get this included as part of the LTP funding may not be available from council for these projects.

Risks and mitigations

If we don't include these projects in the LTP we may not be able to progress these projects through Council funding, partnerships or access other external funding.

Significance and engagement/Hirahira me ngā whakapāpā

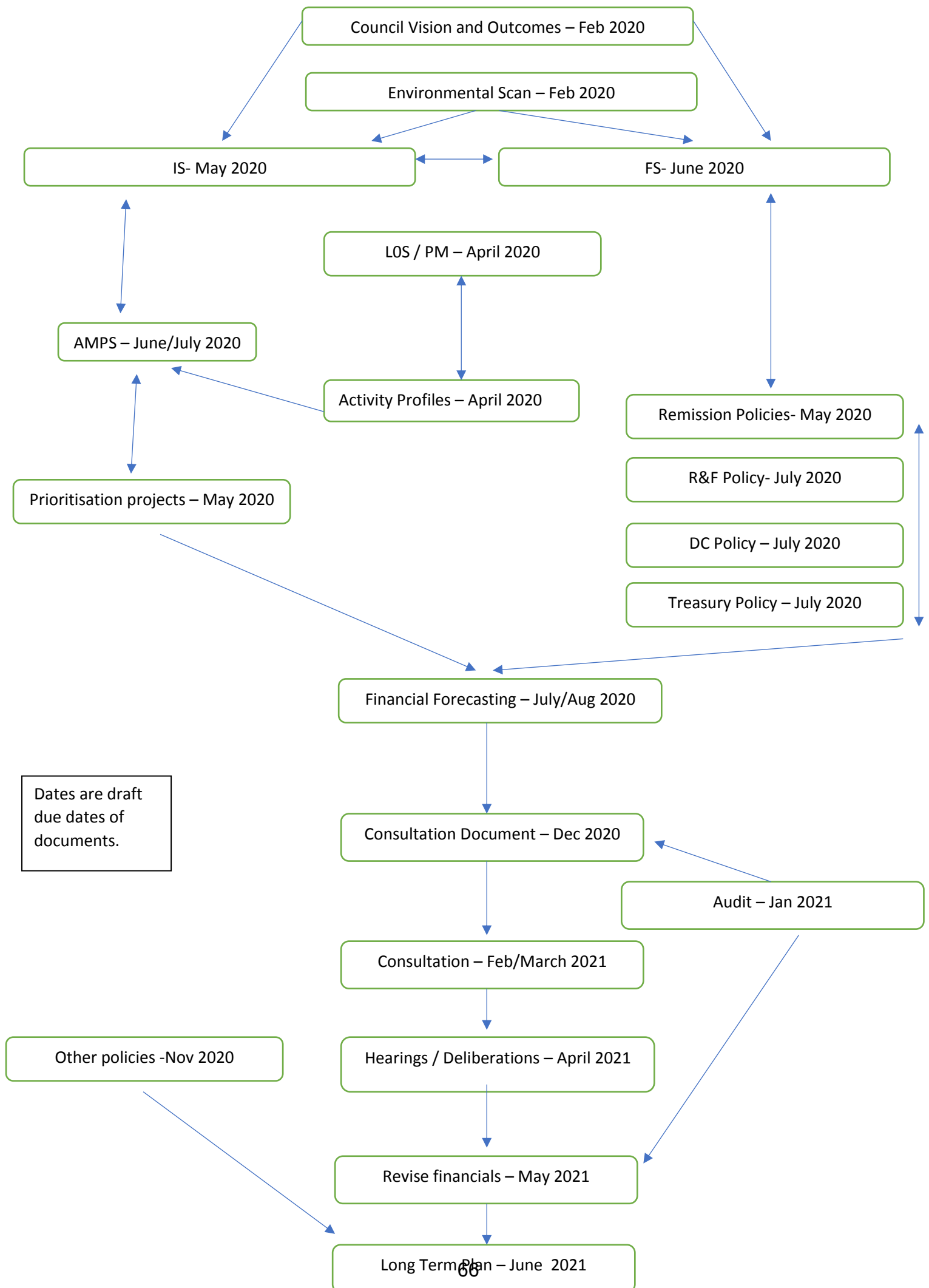
This report does trigger Council's significance and engagement policy; this work will be consulted on as part of the LTP process.

Next steps/E whaiake nei

Include the agreed works in the draft LTP. Governance Committee to provide any additional projects to staff by 2 June 2020.

Attachments/Ngā tapiritanga

	Title
A	LTP process diagram
B	Draft LTP projects



YR	0	1	2	3	4	5
Projects	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
Capex						
Traffic plan		\$2,300,000				
Path development	\$20,000		\$20,000	\$20,000	\$30,000	
Pā design	\$20,000					
Pā development		\$20,000	\$20,000	\$25,000		
Planting (Natives)	\$15,000	\$10,000	\$15,000	\$5,000	\$5,000	\$5,000
fire fighting water tanks	\$20,000			\$20,000		
carpark design	\$20,000					
Carpark sealing		\$80,000	\$80,000			
Landscaping				\$20,000	\$20,000	\$20,000
Total Expenditure	\$95,000	\$2,410,000	\$135,000	\$90,000	\$55,000	\$25,000
Opex						
O&M Contract	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Pest plant control	\$15,000	\$15,000	\$10,000	\$10,000	\$10,000	\$10,000
	\$ 25,000	\$ 25,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Income	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
External funding (TIF)		\$2,300,000				

6	7	8	9
2027/28	2028/29	2029/30	2030/31
\$5,000	\$5,000	\$5,000	\$5,000
\$5,000	\$5,000	\$5,000	\$5,000
\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
\$5,000	\$5,000	\$5,000	\$5,000
\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
\$ -	\$ -	\$ -	\$ -

Pou Tu o Te Rangi Harding Park Joint Management Committee Operations Update

Meeting: Pou Tu o Te Rangi Harding Park Joint Management Committee
Date of meeting: 19 May 2020
Reporting officer: Hamish Watson, Parks and Recreation Manager

Purpose/Ngā whāinga

To report to the Combined Pou Tu o Te Rangi Joint Management Committee and Harding Park Committee (the Committee) on the operations by providing an update for the September 2019 - March 2020 period and the Capital Works Programme.

Executive summary/Whakarāpopototanga

Operations are being undertaken in accordance with the July 2012 Pou Tu o Te Rangi and Harding Park Reserve Management Plan (RMP). Officers are on target to meet the 2019/20 budget.

Recommendation/Ngā tūtohunga

That the Pou Tu o Te Rangi Harding Park Joint Management Committee:

- a) Notes the Parks and Recreation Manager's report 'Pou Tu o Te Rangi Harding Park Operations Update'.

Context/Horopaki

The Committee is charged with implementing the July 2012 Pou Tu o Te Rangi and Harding Park Reserve Management Plan (RMP). Activities undertaken by Council include operations and maintenance work carried out over the months of September 2019 to March 2020.

Discussion/Ngā kōrerorero

Key activities in the period September 2019 to March 2020 include.

- Staff have been working with Team Vegetation to develop a pest plant management control and planting plan.
- Previously planted natives have been cleared around of weeds and grass to promote growth.
- Emergency watering of the new plants and trees on Tank hill was undertaken due to the prolonged drought.
- Quotes have been received for the new walking track to allow for dogs to pass around the pā site. (\$16,000).



Capital Works Programme for 2019/2020

Council has approved \$100,000 per annum for capital works, and the Committee adopted the 2019/2020 Works Programme. Officers are confident that we will meet our capital programme for this financial year.

Project 11023 Budget \$100,000	Spend to date \$	Comments
Implementation of Landscaping plan	\$30,124	Ongoing
Traffic Improvement feasibility	\$12,067	Stage 1 complete
Install speed bumps	\$4,942	Complete
Drinking fountain	\$1,961	Complete
Reshaping of carpark for sealing	\$29,890	Complete
Scope of works RMP review	\$0	Waiting on cost estimates
Walking track around pā	\$0	
Total	\$78,984	

Next quarter

Officers are preparing a scope of works regarding a substantial update of the RMP.

Work will begin on the new walking track around the pā site (\$16,000).

Financial implications

The financial budgets are set within the Long Term Plan and respective Annual Plan.

Significance and engagement/Hirahira me ngā whakapāpā

The decisions or matters of this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via agenda on the website.

Next steps/E whaiake nei

Council staff will continue to implement the RMP.