



Kaipara te Oranganui

**KAIPARA  
DISTRICT**

Two Oceans Two Harbours

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## **Mangawhai Community Park Governance Committee Agenda**

**Date:** Monday 8 June 2020  
**Time:** 10.00 am  
**Location:** Mangawhai Kaipara District Council Office  
The Hub - 6/6 Molesworth Drive

**Membership:** Deputy Mayor Anna Curnow (Chair)  
Councillor Victoria del la Varis-Woodcock  
Councillor Jonathan Larsen  
Councillor Eryn Wilson-Collins  
Maurice Langdon  
Jim Wintle  
Georgina Connolly  
Mayor Dr Jason Smith (ex-officio)

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



Monday, 8 June, 2020

10:00 am

Te Whai meeting room

Kaipara District Council offices

The Hub 6/6 Molesworth Drive

Mangawhai

Pages

<b>1. Opening</b>	
1.1 Karakia	
1.2 Apologies	
1.3 Confirmation of agenda	
1.4 Conflict of interest declaration	
<b>2. Mangawhai Community Park Master Plan Operations Update - July 2019 to May 2020</b>	<b>2</b>
<b>3. Mangawhai Community Park Forward Works Plan LTP 2021-2031</b>	<b>4</b>
<b>4. Mangawhai Club and Golf Club Access Traffic Review Report</b>	<b>10</b>
<b>5. Mangawhai Community Park Work Plan 2020/2021</b>	<b>18</b>
<b>6. Mangawhai Community Park Urban Landscape Design Plan Report</b>	<b>20</b>
<b>7. Closure</b>	
7.1 Karakia	





# **Mangawhai Community Park Master Plan Operations Update - July 2019 to May 2020**

**Meeting:** Mangawhai Community Park Governance Committee  
**Date of meeting:** 8 June 2020  
**Reporting officer:** Hamish Watson, Parks and Recreation Manager

## **Purpose/Ngā whāinga**

To report to the Mangawhai Community Park Governance Committee (MCPGC) on the Master Plan Operations and Capital Works programmes to keep the Committee well-informed.

## **Executive summary/Whakarāpopototanga**

Below is a summary of activities, operations and maintenance work carried out over the months of July 2019 to May 2020.

## **Recommendation/Ngā tūtohunga**

That the Mangawhai Community Governance Committee:

- a) Notes the Parks and Recreation Manager's operations report update on the Mangawhai Community Park Master Plan from July 2019 to May 2020.

## **Context/Horopaki**

The MCPGC is the body which oversees the implementation of the Mangawhai Community Park Master Plan (the Master Plan) for the Mangawhai Community Park (MCP). The revised MCP 2015/2025 Work Programme was adopted in June 2016 and amended in May 2017.

The Master Plan was developed after public consultation and feedback and adopted by Council on 25 November 2014. The Vision for the Park is:

*Mangawhai Community Park will be a visible, predominantly natural, public space at the entrance to Mangawhai Heads, used (freely) by the community for recreation and enjoyment of the outdoor environment.*

## **Discussion/Ngā kōrerorero**

- Work has continued for the installation of the public toilet facility on the western side of the Community Park, toilet has been ordered, planning for building and resource consents is ongoing.
- Urban Landscape Design Plan (ULDP) work has continued on the development of this report.
- Work has started on looking at what is required to rectify the work done by the wetlands above the Historic Village to get Resource Consent.
- The above work has lead us to start looking at the wetlands and work that may need to be undertaken with all the wetlands and future environmental aspects.
- Staff have developed a programme of works that has been submitted as part of central governments various accelerated work packages.

**Capital Works:**

<b>Description</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Comments</b>
Urban Landscape design Plan	\$30,000	\$26,295	Work is ongoing with this project, consultation document has been sent out to stakeholders.
New buildings (Pioneer Village)	\$5,500	\$5,165	Building materials for Ulrich Cottage: Complete
Milling of Gum trees	20,000	\$19,792	Complete
Public toilet Infrastructure	\$5,000	\$5,055	Grinder pump installation, asbuilts and power supply for new toilet installation
<b>Total spend</b>	<b>\$100,00</b>	<b>\$56,307</b>	

Staff will look to carry forward any remaining budget to next financial year.

As discussed at a previous Governance meeting all other work has been put on hold waiting on outcomes from ULDP.

**Next Quarter:**

- Confirm the urban landscape design plan and plan wider engagement (informing) prior to developing the design.
- Continue with toilet installation.
- Continue with Resource Consent and wetland investigations.

**Financial implications**

The financial budgets are set within the Long Term Plan (LTP) 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**

Continue to implement the Works Programme.

# Mangawhai Community Park Forward Works Plan LTP 2021-2031

**Meeting:** Mangawhai Community Park Governance Committee  
**Date of meeting:** 8 June 2020  
**Reporting officer:** Hamish Watson, Parks and Recreation Manager

## Purpose/Ngā whāinga

To seek the committees' input 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 Master Plan 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.

## Recommendation/Ngā tūtohunga

That the Mangawhai Community Park Governance Committee:

- a) Recommends the following works be included for consideration 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 March outlining the process and asking for input.

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

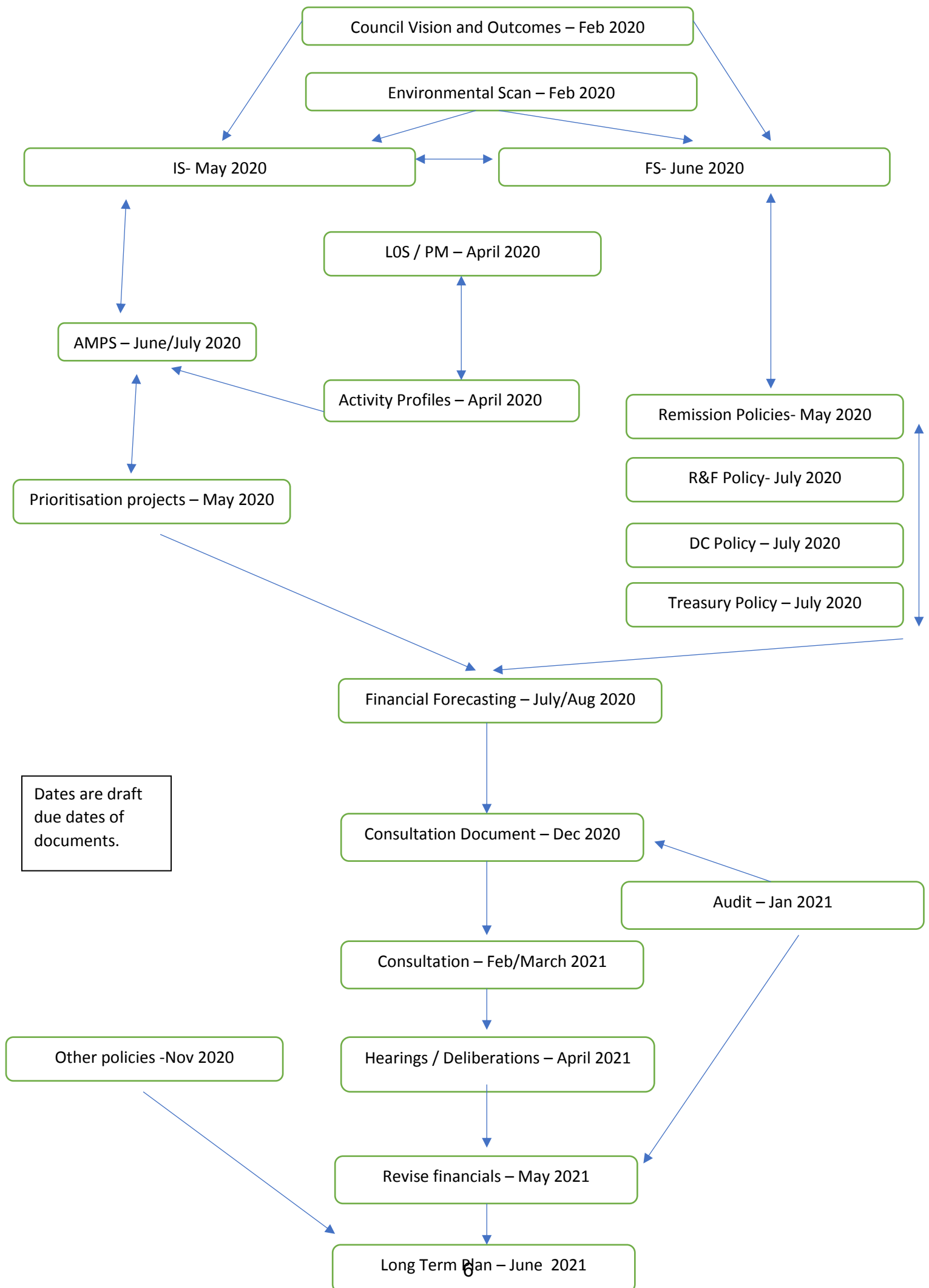
This report does trigger Council's significance and engagement policy; this work will be consulted on as part of the LTP process.

## Next steps/E whaiake nei

Include the agreed works in the draft LTP. Governance Committee to provide any additional projects to staff by 20 June 2020.

## Attachments/Ngā tapiritanga

	Title
A	LTP process diagram
B	Draft LTP projects





YR	0	1	2	3
Projects	2021/22	2022/23	2023/24	2024/25
Wetland development (design)	\$20,000			
Wetland development (Construction/development)		\$40,000	\$40,000	\$40,000
Walking track development	\$20,000	\$15,000	\$15,000	\$10,000
Exotic tree removal	\$20,000	\$20,000		
Native planting	\$20,000	\$20,000	\$10,000	
Sealing MAZ carpark	\$300,000			
Implement ULDP				
Total Expenditure	\$380,000	\$95,000	\$65,000	\$50,000
OPEX				
Pest plant control	\$30,000	\$30,000	\$30,000	\$30,000
Track maintenance	\$10,000	\$10,000	\$10,000	\$10,000
Mowing	\$5,000	\$5,000	\$5,000	\$10,000
General Maintenance	\$10,000	\$10,000	\$10,000	\$10,000
Total Expenditure	\$55,000	\$55,000	\$55,000	\$60,000

4	5	6	7	8	9
2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000



# The Mangawhai Club and Golf Club Access Traffic Review Report

**Meeting:** Mangawhai Community Park Governance Committee  
**Date of meeting:** 8 June 2020  
**Reporting officer:** Hamish Watson, Parks and Recreation Manager

## Purpose/Ngā whāinga

To seek approval to continue with the preferred option as agreed by the Committee, and get construction drawings and cost evaluations completed.

## 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 preferred option for further development.

## Recommendation/Ngā tūtohunga

That the Mangawhai Community Park Governance Committee:

- a) Approves. The report and agrees to pursue Option 2 as per the report.
- d) Delegates the Chief Executive to engage Stellar Projects to continue with the agreed option and bring a report back to the Committee with Computer aided design (CAD) plans and costs.

## Context/Horopaki

Staff were asked to look at a safety risk at the entry/exit point between the Mangawhai Club (The Club) the Mangawhai Golf Club (Golf Club) This report provides options for the Committee to discuss.

## Discussion/Ngā kōrerorero

Stellar Projects were engaged to look at high level options initially to address issues that have been highlighted with traffic integration between The Club and Golf Club driveways, 3 options have been provided for discussion, if approval is given for a preferred option Stellar Projects will then provide CAD plans and a more accurate cost summary, this will then be brought back to the committee for further review.

**Option 1 (Attachment A)–** New access to the southern end of parking area, restrict existing access into the bowling club to 1-way, reconfigure parking for capacity

Cost likely to be in the range of \$100 - \$150k, assuming we don't resurface the parking area

**Option 2 (Attachment B)–** Speed management device on Golf Club exit, with potential for future footpath connections to the community

Cost likely to be \$80 – 100k (excluding paths)

**Option 3 (Attachment C)–** Speed management device on Bowling Club exit, with potential for future footpath connections between bowling club and parking area on Molesworth Drive

Cost likely to be \$100-\$150k (including paths)

### Options

Option 1: Approve the recommended option (Option 2)

Option 2: Approve an alternative option

Option 3: Do not approve any options provided.

The recommended option is **option 1**.

### Financial implications

This work will need to be funded from the Mangawhai Community Park's annual funding.

### Risks and mitigations

This has been raised as a Health and Safety issue. Continuing with this work will allow for a safer entry/exit point.

### 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 to provide CAD drawings and costs to be reported back to the Committee

### Attachments/Ngā tapiritanga

	Title
A	Traffic Option 1
B	Traffic Option 2
C	Traffic option 3

**Option 1 - Create new access & change existing access to 1-way**

**Risks**

- 1) Potential Safety issues with Right turns out of new access due to visibility constraints southbound

**Opportunities**

- 1) Landscaping opportunities at all access points
- 2) Rearrange parking, and increase capacity
- 3) overflow parking for Museum and remaining park areas (connected by new path)

**Bowling Club access #1**  
as per existing, but 'necked down', with landscaping, road marking and signs to reinforce entry only

**Golf Club access**  
Maintain all traffic movements

No Stopping lines

**Close this access**  
(parking can still be accessed via golf club parking)

**Reconfigure parking to increase capacity**

**Bowling Club access #2**  
'Left in' arrangement





## Option 2 - Speed management and close metal driveway

### Risks

- 1) Vehicles using alternative driveway may collide with parked cars (i.e lawn mower)

### Opportunities

- 1) Landscaping opportunities at raised table area
- 2) Could use raised table as potential crossing point for future footpath connectivity

### Golf Club access

Traffic slowed by raise table and planting either side. No stopping lines maintain visibility

Future path connections

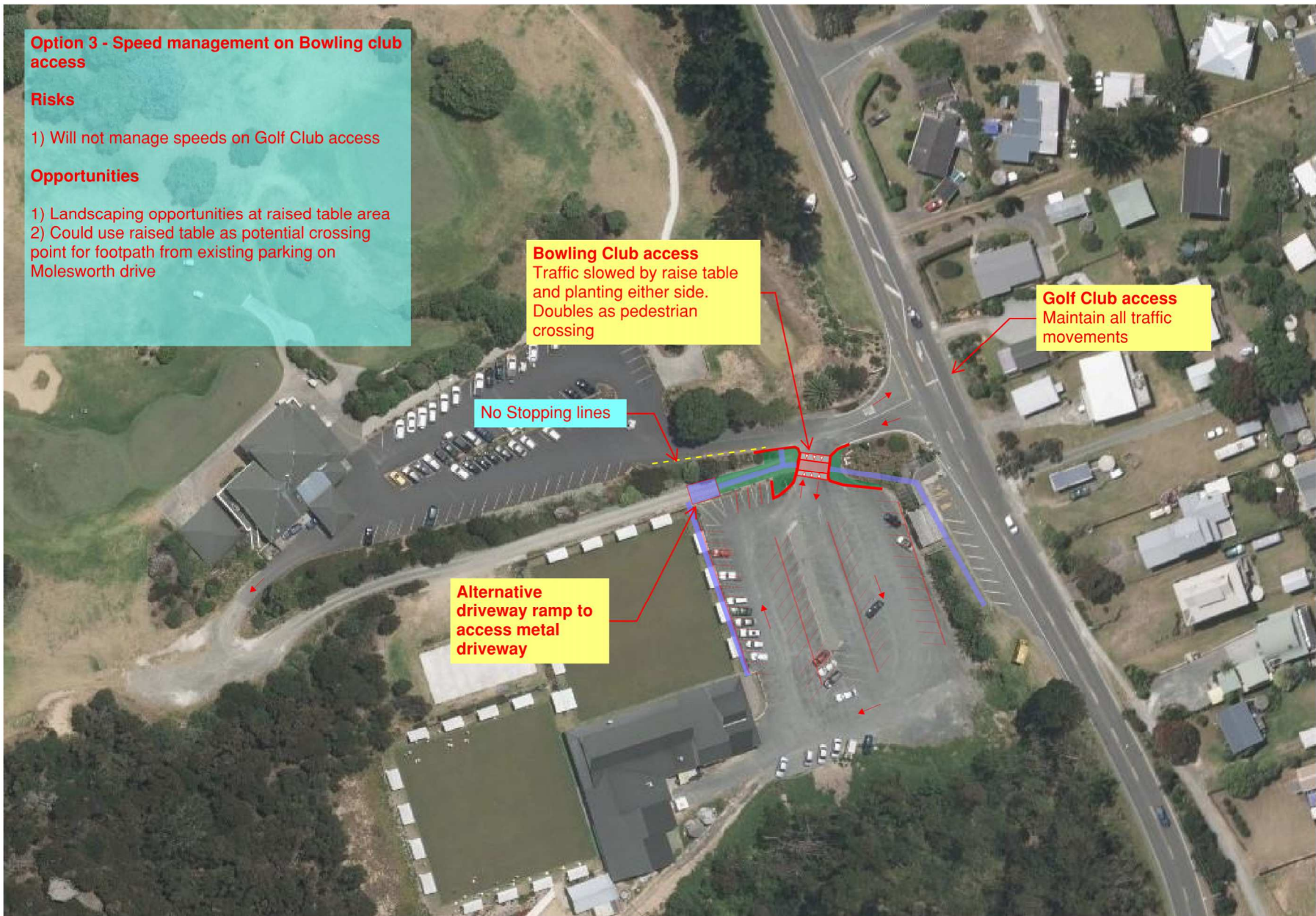
Golf Club access  
Maintain all traffic movements

No Stopping lines

Alternative driveway ramp to access metal driveway







**Option 3 - Speed management on Bowling club access**

**Risks**

- 1) Will not manage speeds on Golf Club access

**Opportunities**

- 1) Landscaping opportunities at raised table area
- 2) Could use raised table as potential crossing point for footpath from existing parking on Molesworth drive

**Bowling Club access**  
Traffic slowed by raise table and planting either side. Doubles as pedestrian crossing

**Golf Club access**  
Maintain all traffic movements

**No Stopping lines**

**Alternative driveway ramp to access metal driveway**





# Mangawhai Community Park Work Plan 2020/2021

Meeting: Mangawhai Community Park Governance Committee  
 Date of meeting: 8 June 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 Mangawhai Community Park Governance 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 Mangawhai Community Park Governance 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 Master Plan 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 Mangawhai Community 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.

Project	Budget	Officer's Recommendation
Develop wetland plan	\$30,000	\$30,000
Shared Path through park	\$100,000	
Develop cleared area behind St John/Fire Station	\$30,000	\$30,000
Remove Sandhill at MAZ	\$50,000	
Upgrade entrance to MAZ (Top carpark)	\$30,000	
Resource consent and bridge above Historic Village	\$40,000	\$40,000
<b>Total</b>	<b>\$290,000</b>	<b>\$100,000</b>

### **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.

# Urban Landscape Design Plan Report

**Meeting:** Mangawhai Community Park Governance Committee  
**Date of meeting:** 8 June 2020  
**Reporting officer:** Hamish Watson, Parks and Recreation Manager

## Purpose/Ngā whāinga

To seek approval to consult with stakeholders and public on the Urban Landscape Design Plan (ULDP) (**Attachment A**).

Feedback will be provided to the committee prior to approval of the plan.

## Executive summary/Whakarāpopototanga

Previous discussions held by the Governance Committee identified the need to develop a ULDP. Stellar Projects were engaged to develop a ULDP draft discussion document to be able to go out to the stakeholders and public for feedback after previous discussions and guidance that was given by the Governance Committee, this report outlines options for the committee to discuss and approve.

## Recommendation/Ngā tūtohunga

That the Mangawhai Community Park Governance Committee:

- a) Approves. The draft discussion Urban Landscape Design Report
- d) Delegates the Chief Executive to start formal consultation on the report.

## Context/Horopaki

The Mangawhai Community Park (MCP) is growing rapidly and the current Master Plan was not quite giving enough guidance to maintain continuity and connectivity throughout MCP. It was decided to look at developing an ULDP that would bring everything together including parking options and provide a good basis for any future works that may occur within MCP, this document should also provide a plan for improved connectivity throughout MCP. Some early engagement has been undertaken with the members of the Friends of Mangawhai Community Park Group requesting support in principle of the proposed shared path and any comments on possible parking options and new toilet location, this feedback has been recorded. (**Attachment B**)

## Discussion/Ngā kōrerorero

Stellar Projects were engaged to develop a draft discussion document for the committee to review, once this document is approved as draft then staff will be able to start the consultation process with stakeholders and public.

### Options

Option 1: Approve the draft discussion document for consultation.

This will give staff the opportunity to gain feedback and provide this information back to the committee for discussion, it may also be able to help identify projects for the upcoming Long Term Plan

Option 2: Not approve the draft discussion document for consultation.

Not approving the draft discussion document will slow the process and may not help staff identify projects for the upcoming Long Term Plan.

The recommended option is **option 1**.

### **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**

Start formal consultation on document, and report feedback to the committee.

### **Attachments/Ngā tapiritanga**

	Title
A	Urban Landscape Design Plan
B	Feedback to date

# MANGAWHAI COMMUNITY PARK CONCEPT PLAN DISCUSSION DOCUMENT

APRIL 2020  
REV 3

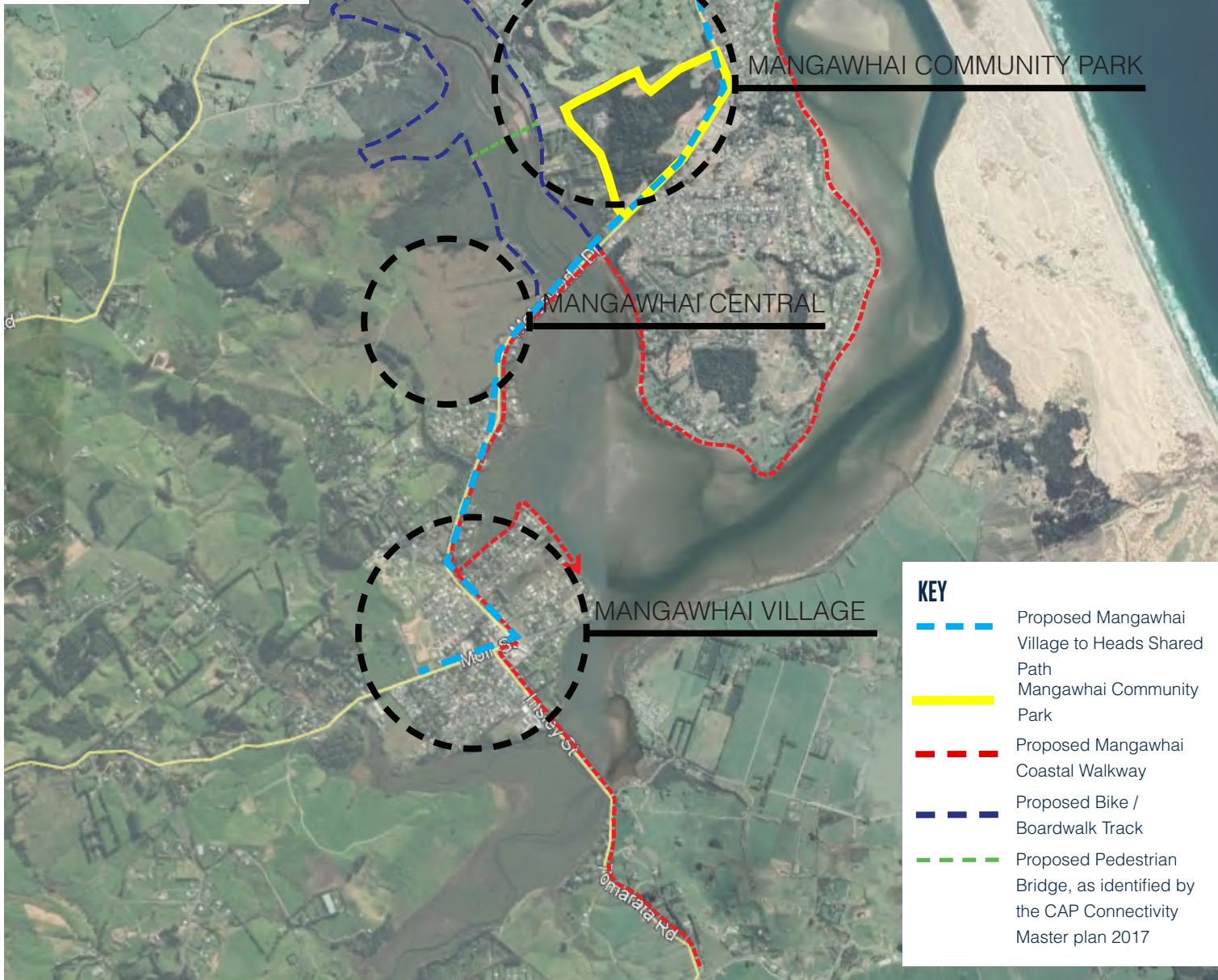


L100	CONTENTS
L101	CONTEXT PLAN & PROJECT SUMMARY
L102	PEDESTRIAN & CYCLE CONNECTIONS
L103 - 105	SITE PHOTOS
L106 - 108	CONCEPT PLAN SHEETS 1-3
L109	MUSEUM AND HISTORIC VILLAGE BUS & CAR PARKING CONCEPT PLANS
L110	MAZ CAR PARK CONCEPT PLANS





Location Plan



## MANGAWHAI COMMUNITY PARK DEVELOPMENT PLAN

Kaipara District Council are currently undertaking a number planning projects that are aimed at improving existing, and ensuring future, pedestrian and cycle connections are realised in Mangawhai. With the growing population, subdivisions, residential, commercial and industrial developments currently underway and being planned, there is an opportunity to provide a community that is well connected to both its cultural centers and its outstanding natural environment.

This document has been prepared to assist in planning the capital works programme for Mangawhai Community Park. It's purpose is to ensure that a new shared pathway development within the reserve provides connectivity with other proposed development initiatives including the Mangawhai Village to Head Shared Path, Coastal Walkway, Mangawhai Central, the wider roading network and various facilities within Mangawhai Community Park itself. It will provide some high level concept design to investigate the proposed alignment of the shared walkway and how this alignment will interact with the reserves activity nodes and supporting infrastructure.

Molesworth Drive is the main arterial road that runs through Mangawhai. The pedestrian environment along Molesworth Drive varies from a rural road berm, to gravel path, to sections of formed concrete footpath. This pedestrian / cycle environment along Molesworth Drive will be developed, under the above mentioned initiatives, to provide connected, integrated, safe and enjoyable alternative transport options. Kaipara District Council have identified the opportunity to connect to, and enhance, the pedestrian experience and provide an important connection through Mangawhai Community Park. This will link the museum and historic village, Mangawhai Active Zone, bowling club, golf course and associated carparks. This link could be enhanced with the addition of several new pedestrian / cycle refuges along Molesworth Drive providing important links into the surrounding residential areas and wider environment.

The proposed shared path connection will be the spine off which the eastern area of the Mangawhai Community Park will be developed. The three meter wide, all weather, accessible path will meander through the various natural environs and connect to the existing tracks, trails, activities and destinations within reserve.

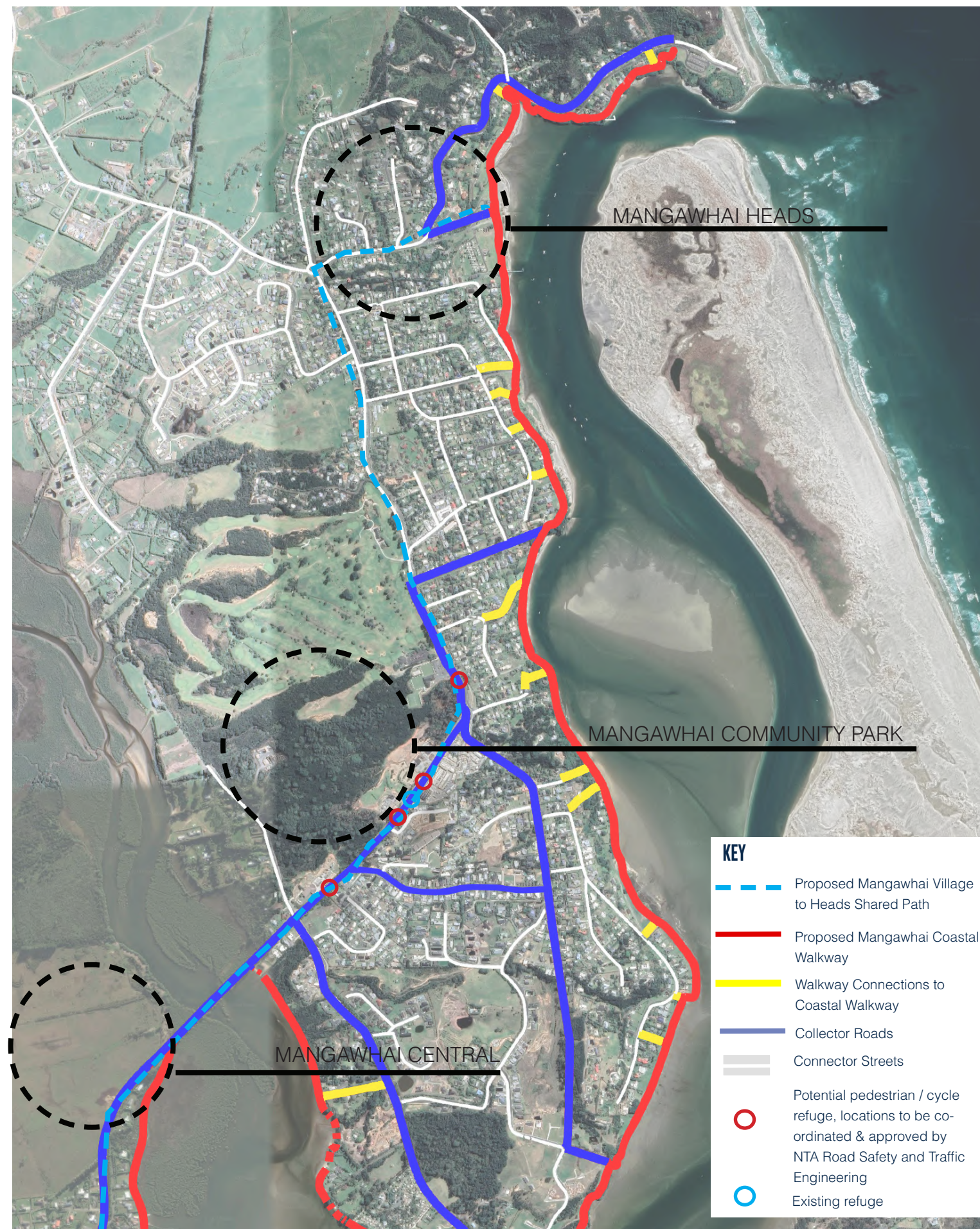
Enhancing the reserve presence, and developing park or local identity opportunities, will also be investigated. Access to the reserve off Molesworth Drive will be more legible for vehicles, pedestrians and cyclists. Entrance points and road frontage can be highlighted through a series of landscape treatments including fencing, planting, gates and bollards or traffic management, lighting and signage. These road frontage interventions should reflect the natural and cultural environment of Mangawhai.

Vehicle entrances, internal roads and car parks will be developed as slow zones by narrowing vehicle movement space, signage, surface treatment and landscaping. Pedestrian and cycle access points will be dedicated and supported by safely located pedestrian refuges.

Existing car park designs and layouts will be reviewed to ensure they are maximised for parking spaces and integrate with safe paths. Further potential parking areas will be identified along with areas that could provide overflow parking for events and at times of peak traffic flow.

Along the length of the shared path, on secondary and connector paths and around activity zones, opportunities for enhancing planting and providing planting for shade and structure will be identified.





**KEY**

- Proposed Mangawhai Village to Heads Shared Path
- Proposed Mangawhai Coastal Walkway
- Walkway Connections to Coastal Walkway
- Collector Roads
- Connector Streets
- Potential pedestrian / cycle refuge, locations to be co-ordinated & approved by NTA Road Safety and Traffic Engineering
- Existing refuge



## MANGAWHAI COMMUNITY PARK CONNECTIVITY

Kaipara District Council have completed multiple investigations, planning initiatives, feasibility studies and consultation, identifying opportunities for improving the pedestrian and cycle environments in Mangawhai. The proposed Mangawhai Community Park shared path will provide further connections linking into the wider existing and future transport network. It will create further recreational opportunities and commuter circuits on a separate dedicated pedestrian and cycle facility.

Below are listed some of the proposed developments, planning initiatives and agencies involved in the development of a comprehensive and integrated transport network in Mangawhai.

### Planning Initiatives and Strategy's

Kaipara Walking and Cycling Strategy 2017  
 Mangawhai Community Plan 2018  
 Mangawhai Shared Path Connections Options Report 2018  
 Mangawhai Coastal Walkway Feasibility Study (Draft 2019)  
 Mangawhai Shared Path 'Village to the Heads' Business Case (Draft 2020)  
 Cove Road / paper roads connecting to the western side of Mangawhai Community Park

### Agencies and Governing Bodies

Kaipara District Council  
 Northland Regional Council  
 Mangawhai Community Park Governance Group  
 New Zealand Transport Agency  
 Northland Transport Alliance  
 Te Uri O Hau  
 Mangawhai Active Zone  
 Friends of Mangawhai Community Park

### Existing, Future and Proposed Development in Mangawhai

Mangawhai Central Mixed Use Development  
 Mangawhai Coastal Walkway  
 Mangawhai 'Village to Heads' Shared Path  
 Mangawhai Community Park  
 Wood Street Area Refurbishment





Photo Locations



Molesworth Dr / Thelma Rd intersection



Back of Mangawhai Museum, proposed bus parking area



Mangawhai Museum, looking south along Molesworth Drive



Mangawhai Historic Village and Car park



Looking South past the Historic Village towards the museum



Stream / Wetland requiring a new culvert / bridge crossing



Existing gravel path through Manuka looking north



Existing road side drainage to be extended to allow for path alignment



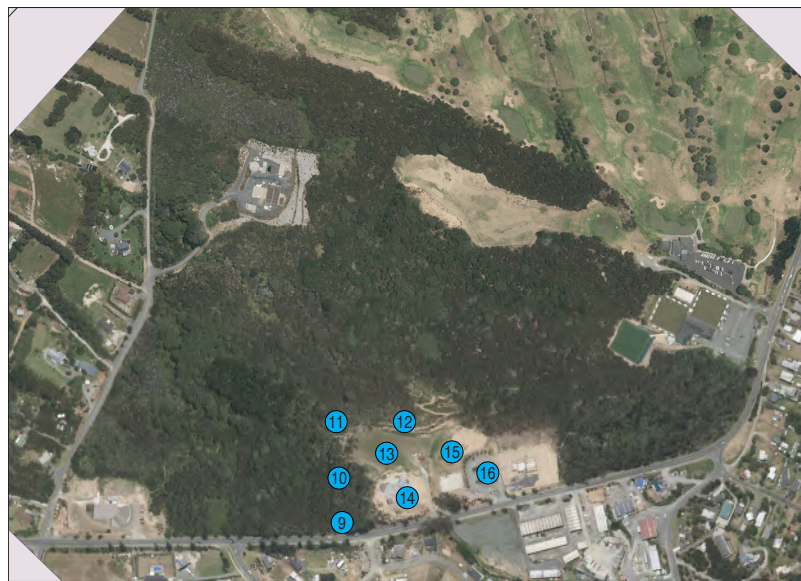


Photo Locations



Looking north along Molesworth Drive path to traverse grade change



Existing informal track through both exotic / native vegetation



BMX Pump Track



Looking south along gravel track towards pump track



MAZ area passive open space



MAZ Skate-Park under construction 2019



Playground, furniture and shade structures looking north



MAZ car park, looking west towards playground





Photo Locations



MAZ building and maintenance access off Molesworth Drive



MAZ car park entrance off Molesworth Drive



Mangawhai Fire Station and St Johns Ambulance on Molesworth Drive



Looking north towards fitness equipment and back of emergency services



Fire Station storm water outlet



Wetland at northern end of reserve



Stepped access up to north eastern road connection

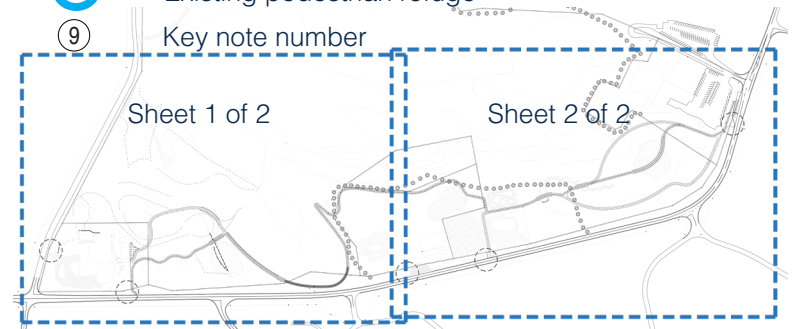


Road to Mangawhai Golf Club / Mangawhai Bowls



# KEY

- Site Boundary
- 3 Meter Shared Path
- Secondary Pathway
- Wetland / Stream
- Boardwalk / Benched Track
- Main Pedestrian & Vehicle Entrance
- Secondary Pedestrian & Vehicle Entrance
- Pedestrian refuge to improve safety of pedestrians accessing the Reserve - Locations to be coordinated and approved by NTA Road Safety & Traffic Engineering
- Existing pedestrian refuge
- ⑨ Key note number



# KEY NOTE

- ① Existing entrance to Museum and Historic Village. Include dedicated pedestrian access paths and pedestrian refuge. Reduce the width of the vehicle entrance to slow traffic and increase pedestrian space and landscaping opportunities
- ② Secondary vehicle access. Service vehicles and vehicle circulation for proposed Art Centre and buses.
- ③ Mangawhai Community Park entrance statement. Signage, lighting, landscaping and space for temporary seasonal / event installations
- ④ Mangawhai Museum, Historical Village and associated existing car park
- ⑤ Proposed bus maneuvering and parking space. Vehicle tracking and design required to ensure sufficient maneuvering space
- ⑥ New bus turn around and visitor drop off zone located between the museum and proposed new arts building
- ⑦ New arts building and shared outdoor / plaza space
- ⑧ New two pan public toilet
- ⑨ New Pohutukawa or similar, avenue planting along Molesworth Drive. Existing Norfolk Pines retained and supplemented with a native specimens
- ⑩ New culvert, bridge or boardwalk across the existing overland flow path and wetland to allow for new shared path alignment and stormwater flow
- ⑪ Existing stormwater outlet to be extended to allow for new shared path alignment. NOTE the shared path enters Road Reserve in this area.
- ⑫ This section of the shared path needs to traverse a level change of approximately 5 meters. To gain an all abilities path gradient a boardwalk or benched / retained path of approximately 60 meters will be required.
- ⑬ Existing BMX Pump Track
- ⑭ Open passive recreational space, sports training and events area. Potential overflow parking for MAZ events
- ⑮ Existing Skate Park, recently extended and upgraded
- ⑯ Potential location for proposed MAZ Clubrooms, overlooking the activity zone. This location needs further investigation, including investigation into required associated carparking, building size, geotechnical conditions and survey required to ascertain if conditions are suitable. NOTE required services to be considered



## MANGAWHAI COMMUNITY PARK CONCEPT PLAN L106 - LANDSCAPE CONCEPT PLAN SHEET 1 OF 3

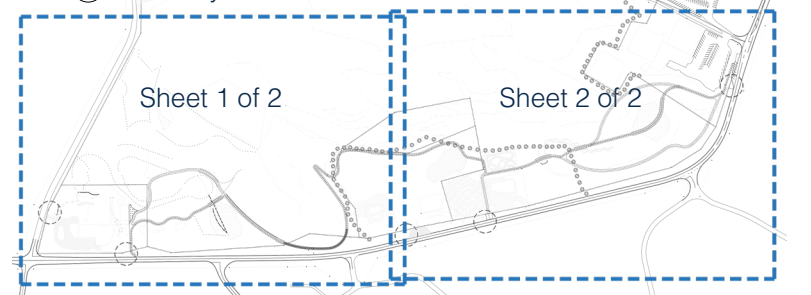
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DISCUSSION DOCUMENT **STELLAR**



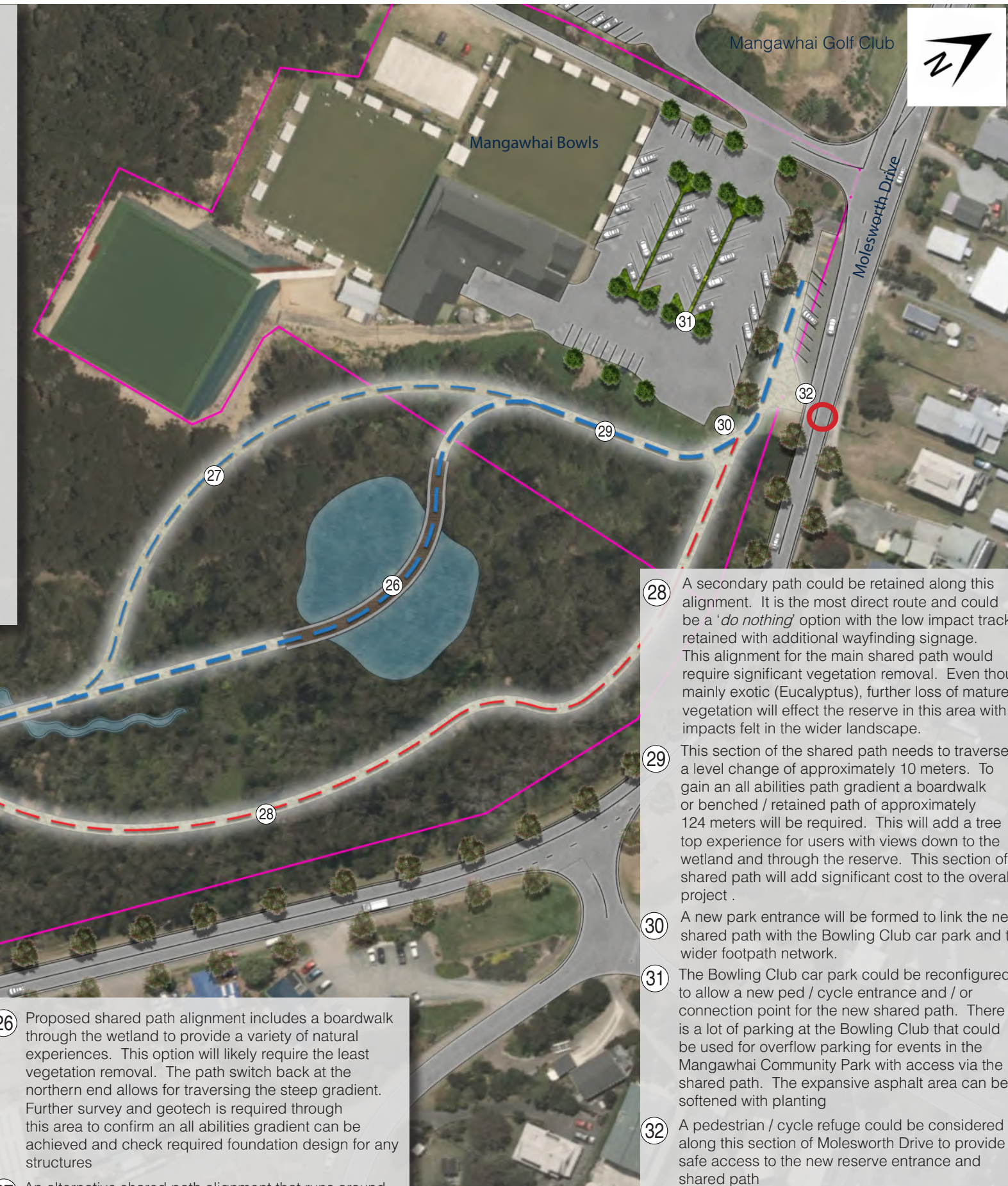
# KEY

- Site Boundary
- 3 Meter Shared Path
- Secondary Pathway
- Wetland / Stream
- Boardwalk / Benched Track
- Main Pedestrian & Vehicle Entrance
- Secondary Pedestrian & Vehicle Entrance
- Pedestrian refuge to improve safety of pedestrians accessing the Reserve - Locations to be coordinated and approved by NTA Road Safety & Traffic Engineering
- Existing pedestrian refuge
- Key note number



# KEY NOTE

- Existing work shed
- Existing multi purpose courts
- Secondary vehicle access to MAZ area for maintenance and access to existing MAZ office building. Could provide managed access to overflow parking for events or peak traffic flow times. A generous pedestrian access and entrance to the MAZ area to be included
- Existing 2 pan toilet block linked by new pedestrian path and existing refuge on Molesworth Drive.
- Existing Play Space includes seating, BBQs and shade structures. Furniture and associated facilities to be rationalised
- Existing MAZ car park, formalised to increase carparks to approximately 45
- Existing primary vehicle entrance to MAZ area. Entry design to slow / manage vehicle movements, includes generous pedestrian access
- Proposed Pump Track
- New storm water outlet from the Fire Station. Create a planted swale to direct storm water to wetland and provide a small section of boardwalk over the top. Potential for interpretive / educational signage around SW treatment / management



- Proposed shared path alignment includes a boardwalk through the wetland to provide a variety of natural experiences. This option will likely require the least vegetation removal. The path switch back at the northern end allows for traversing the steep gradient. Further survey and geotech is required through this area to confirm an all abilities gradient can be achieved and check required foundation design for any structures
- An alternative shared path alignment that runs around the outside of the wetland. This alignment provides the best opportunity for achieving the all abilities gradient as it can begin ramping further back from the grade change. As above, further survey and geotech is required through this area to confirm an all abilities gradient can be achieved and check required foundation design for any structures

- A secondary path could be retained along this alignment. It is the most direct route and could be a 'do nothing' option with the low impact track retained with additional wayfinding signage. This alignment for the main shared path would require significant vegetation removal. Even though mainly exotic (Eucalyptus), further loss of mature vegetation will effect the reserve in this area with impacts felt in the wider landscape.
- This section of the shared path needs to traverse a level change of approximately 10 meters. To gain an all abilities path gradient a boardwalk or benched / retained path of approximately 124 meters will be required. This will add a tree top experience for users with views down to the wetland and through the reserve. This section of shared path will add significant cost to the overall project .
- A new park entrance will be formed to link the new shared path with the Bowling Club car park and the wider footpath network.
- The Bowling Club car park could be reconfigured to allow a new ped / cycle entrance and / or connection point for the new shared path. There is a lot of parking at the Bowling Club that could be used for overflow parking for events in the Mangawhai Community Park with access via the shared path. The expansive asphalt area can be softened with planting
- A pedestrian / cycle refuge could be considered along this section of Molesworth Drive to provide safe access to the new reserve entrance and shared path

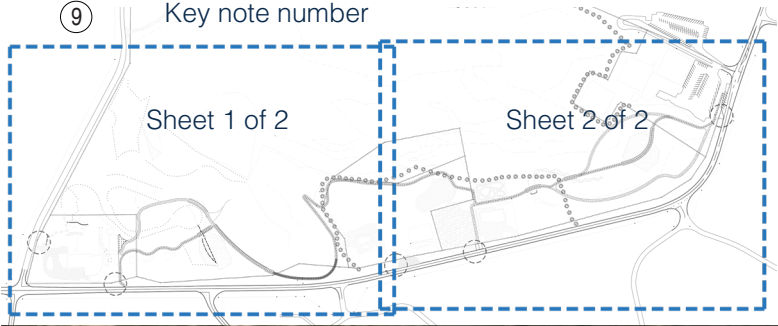
# MANGAWHAI COMMUNITY PARK CONCEPT PLAN L107 - LANDSCAPE CONCEPT PLAN SHEET 2 OF 3

17.04.20  
REV 04  
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- KEY**
- Site Boundary
  - 3 Meter Shared Path
  - Secondary Pathway
  - Wetland / Stream
  - Boardwalk / Benched Track
  - Main Pedestrian & Vehicle Entrance
  - Secondary Pedestrian & Vehicle Entrance
  - Pedestrian refuge to improve safety of pedestrians accessing the Reserve - Locations to be coordinated and approved by NTA Road Safety & Traffic Engineering
  - Existing pedestrian refuge
  - Key note number



- KEY NOTE**
- Existing work shed
  - Existing multi purpose courts
  - Vehicle access to MAZ area carpark and for maintenance. Could provide managed access to overflow parking for events or peak traffic flow times. A generous pedestrian access and entrance to the MAZ area to be included
  - Removal of the mound between the existing car park and MAZ entrance would make way for a car park along the front of the reserve. This will increase the park presence along the street front and improve passive surveillance into the skate park area. This option also provides an opportunity to create a new green space, where the existing carpark is removed, to extend the passive open space next to the playground.
  - Existing 2 pan toilet block linked by new pedestrian path and existing refuge on Molesworth Drive.
  - New open green space created by moving the existing car parking to the front of the reserve
  - Existing Play Space includes seating, BBQs and shade structures. Furniture and associated facilities to be rationalised
  - Vehicle exit from MAZ area carpark. Designed to slow / manage vehicle movements and provide a generous dedicated pedestrian entrance
  - Proposed Pump Track
  - New stormwater outlet from the Fire Station. Create a planted swale to direct storm water to wetland and provide a small section of boardwalk over the top. Potential for interpretive / educational signage around SW treatment / management



- A secondary path could be retained along this alignment. It is the most direct route and could be a 'do nothing' option with the low impact track retained with additional wayfinding signage. This alignment for the main shared path would require significant vegetation removal. Even though mainly exotic (Eucalyptus), further loss of mature vegetation will effect the reserve in this area with impacts felt in the wider landscape.
- This section of the shared path needs to traverse a level change of approximately 10 meters. To gain an all abilities path gradient a boardwalk or benched / retained path of approximately 124 meters will be required. This will add a tree top experience for users with views down to the wetland and through the reserve. This section of shared path will add significant cost to the overall project .
- A new park entrance will be formed to link the new shared path with the Bowling Club car park and the wider footpath network.
- The Bowling Club car park could be reconfigured to allow a new ped / cycle entrance and / or connection point for the new shared path. There is a lot of parking at the Bowling Club that could be used for overflow parking for events in the Mangawhai Community Park with access via the shared path

- Proposed shared path alignment includes a boardwalk through the wetland to provide a variety of natural experiences. This option will likely require the least vegetation removal. The path switch back at the north eastern end allows for traversing the steep gradient. Further survey and geotech is required through this area to confirm an all abilities gradient can be achieved and check required foundation design for any structures
- An alternative shared path alignment that runs around the outside of the wetland. This alignment provides the best opportunity for achieving the all abilities gradient as it can begin ramping further back from the grade change. As above, further survey and geotech is required through this area to confirm an all abilities gradient can be achieved and check required foundation design for any structures





#### MUSEUM & HISTORIC VILLAGE CAR & BUS PARKING

- ① New widened bus and secondary car entrance off Thelma Road to remove bus movements from the central car park area
- ② Car park entrance and exit designed to calm traffic and includes planting and entrance feature.
- ③ New dedicated pedestrian access to reserve to increase reserve presence on Molesworth Drive, provide improved passive surveillance and safe, legible pedestrian access to the reserve. Entrance features can include planting, fencing, signage and where appropriate lighting

- ④ New extended museum plaza to provide a generous, safe, pedestrian oriented experience for visitors and more space for outdoor dining
- ⑤ New bus turn around and visitor drop off zone located between the museum and proposed new arts building
- ⑥ New parking spaces for visitors to the proposed new arts facility, museum or historic village
- ⑦ Realigned existing car parking including landscaping to soften the space
- ⑧ New raised pedestrian crossing connecting the proposed shared path with the museum and arts facilities.

- ⑨ New arts building
- ⑩ Museum and arts shared outdoor multi-use space. Can be used for outdoor dining or small events
- ⑪ Bus parking and maneuvering space
- ⑫ Overflow and staff carparking
- ⑬ New two pan public toilet





#### MAZ CARPARK CONCEPT 1

- 1 Avenue planting of Pohutukawa or similar, planted where there is space amongst the existing Norfolk Pine Crown lifted to ensure clear sight lines and space for future footpaths where required
- 2 Car park entrance and exit designed to calm traffic and includes planting and entrance feature.
- 3 New generous pedestrian access to reserve to increase reserve presence on Molesworth Drive, provide improved passive surveillance and safe, legible pedestrian access to the reserve. Entrance features can included planting, fencing, signage and where appropriate lighting
- 4 Existing MAZ car park extended and formalised to maximise parking spaces. Surface could remain permeable or Water Sensitive Design employed to manage stormwater
- 5 The existing Phoenix Palms in the center of the car park would need to be removed to maximise parking, new shrub and specimen planting would be included in the new design. Alternatively the palms could be retained and designed around. Further survey of this area will be required
- 6 Existing Palms around exterior of car park can be retained to frame and create avenue planting along paths
- 7 Existing toilet retained and with new path connections from the car park and Molesworth Drive.
- 8 Existing tennis courts retained with new path connections from the car park and Molesworth Drive.
- 9 Secondary paths connecting the various activities within the MAZ area
- 10 Skate Park
- 11 Existing Playground, access enhanced with the inclusion of formalised, dedicated footpaths

#### MAZ CARPARK CONCEPT 2

- 1 Avenue planting of Pohutukawa or similar, planted where there is space amongst the existing Norfolk Pine Crown lifted to ensure clear sight lines and space for future footpaths where required
- 2 Separate car park entrance and exit designed to calm traffic, including planting and entrance feature.
- 3 New generous pedestrian access paths into the reserve increase reserve presence on Molesworth Drive, provide improved passive surveillance and safe, legible pedestrian access into the reserve. Entrance features can included planting, fencing, signage and where appropriate lighting
- 4 New MAZ car park area long reserve frontage. Maximises reserve presence along Molesworth Drive and enables the existing car park to become a flat green open space adjacent to the playground. Surface could remain permeable or Water Sensitive Design employed to manage stormwater
- 5 The existing Phoenix palms in the center of the car park can be removed to maximise the open space or retained and designed around. Further survey of this area will be required
- 6 Existing Palms around exterior of car park can be retained to frame and create avenue planting along paths
- 7 Existing toilet retained, with new path connections from the car park and Molesworth Drive.
- 8 Existing tennis courts retained with new path connections from the car park and Molesworth Drive.
- 9 Secondary paths connecting the various activities within the MAZ area
- 10 Existing earth mound removed to make way for new car park and increase passive surveillance of the MAZ area from Molesworth Drive
- 11 Skate Park
- 12 Existing Playground, access enhanced with the inclusion of formalised, dedicated footpaths



## MANGAWHAI COMMUNITY PARK CONCEPT PLAN

### L110 - MAZ CAR PARK CONCEPTS

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## ULDP FEEDBACK 2020

Overall I think the Plan is well thought out and designed and I am pleased to see a shared pathway through to the Chartered Club.

However, over the summer months the Bowling Club/Chartered Club car park is regularly filled to capacity particularly at weekends. As Mangawhai continues to rapidly grow I feel there is no room for this car park to cater for Community Park overflow as most of their events are held at weekends or Public Holidays when our car park is already overflowing.

A Future Plan made need to incorporate additional parking, perhaps behind Bowling Club between Lookout and Golf Course or somewhere in there where it would be accessible to everyone.

Our car park already picks up overflow from Golf Club from time to time.

These are my personal views.

Regards,  
Kris Wintle

Graeme, many thanks for sending this out. Overall this seems realistic and does appear to pull together at least the lower Molesworth Drive area of Mangawhai Park.

I know I came on board the FoMP Group after this project had been briefed in so was just catching up. I have to admit to not being totally up to speed on that element but offer the following observations, essentially to governance representatives at this juncture.

a/ Mangawhai Park is a big area in total, over half of which is covered by the golf course. I am therefore a bit wonderous as to why this report only covered a relatively small area of the park, admittedly an area that has gone the major recent transformation.

b/ I can understand that focus when it comes to pathways (and think the ideas are good) however the report seems to ignore the pathway that has been developed by the "Trackies" starting in the park in Thelma Rd and working around the boundary of the golf course until it now reaches Thelma Rd North.

c/ There is much debate about wetlands and then Councillor del la Varis-Woodcock raises the potential of library and KDC offices going in where the Molesworth Drive wetlands are currently located. That is or would be a possible outcome of the spatial plan as I read it.

d/ In the end I wonder why we do not appear to be looking at this whole project in an holistic sense. Surely the Landscaping plan should include the whole park and borders?? We had discussed the inclusion of most suitable tree line/planting down the Molesworth Drive boundary of the golf course (holes 10/11) as we all work to ensure long term tree border between golf course and Molesworth Drive. That's not included.

e/ We had also discussed extended potential of the car park above the golf club that could be an significantly greater parking resource especially with the excellent network of walking/cycling tracks in the area? (To be fair we had also raised the potential of a new cart shed on the most western part of the currently redundant land and also down the line of our driving range). No mention of this carpark in the plan.

f/ Wetlands: Surely this definitely requires a strategy for the whole park. All water from wetlands ultimately finds its way to the estuary. Surely we must all work together to create the best single approach to that. Additionally given the size and the existing desire to enhance and sustain the biggest wetland of them all, the one inside the golf course, would it not make sense to view the opportunity to have any natural flow of water, let alone management practices as same for all elements in the park and work up a most effective, efficient and relevant strategy in total?

I have one other observation or query. I bring it up now as part of this but had it down for next FoMP meeting.

Is there an overall strategic plan/Vision for the whole park?? It does seem a bit that all individual elements have their own agenda(s) but surely we should have a clear overview on what we (the collective for the community) want for the park long term and what limitations/opportunities there might be on individual enterprises and interested parties therein.

I know we have heard some groups suggesting they are "just going to march on". No issue with enthusiasm but are there boundaries and guidance's so everyone can and must work to the common good and vision?

I am really sorry if some of this is already in public domain and I just haven't yet caught up with it. But just wanted to express thoughts as we are certainly a very interested and proactive member of the larger entity that is Mangawhai Park.

Kind regards

Mike

Hi All

My feedback for the shared path options through the park to the Clubrooms are to take the route of least vegetation removal so that the park like atmosphere and ecological values are not further depleted.

My Question How does this plan sit with the newly-completed proposed spatial plan that puts a library and KDC offices in the park where the wetlands are?

Kind Regards

Councillor Victoria del la Varis-Woodcock

Thank you for allowing us an extension of time to submit our feedback on the three items on the Mangawhai Community Park Concept Plan Discussion Document.

The feedback from the Mangawhai Museum & Historical Society Board is as follows:

- **Shared pathway** - we are supportive of this and of the 3m width. However, we do have concerns about the section below the Historical Village on the northern side of the Museum/Village car park. This appears to exit straight onto Molesworth Drive without any barriers or safety mechanisms to slow pedestrians/cyclists/children on bikes, skateboards etc. It is also not clear from the plan whether the pathway at this point utilizes an area of the existing car park. If it does, and if this renders our current car park/traffic movement space narrower in this area, then we would be very concerned about this.
- **Additional Parking at MAZ** - we do not believe there is enough parking at MAZ, or in the overall park to cope with numbers at big events or when there are multiple events taking place.
- **Proposed Toilet Location** - we are strongly in support of the provision of public toilets, and the sooner the better, but we are also supportive of the needs of the Historical Village and we understand that their wish was to have these located further to the north, closer to the Church building, behind the library.

I note that you say in your email that we will discuss the rest of the plan when we are all able to meet together again. However, the Museum Board would like at this stage to signal that

we have significant concerns about the plans proposed for the Museum site. We have found it very difficult to comment on just three aspects in this plan in isolation without knowing and being able to discuss what the rationale is for some of the other aspects relating to the Museum. We have questions about how the plan for the park will affect our future development plans (currently in our Strategic Plan and as discussed with Louise Miller) for a function room extension and storage to the west.

While we understand the desire to deal with this plan via the Friends of Mangawhai Community Park meeting forum, we would also appreciate the opportunity to be consulted with directly by the architects of the plan and /or Council officials over the aspects that affect us.

Nga mihi nui

Jill Corkin MNZM  
Deputy Chair  
Mangawhai Museum & Historical Society