

# MANGAWHAI COMMUNITY PARK CONCEPT PLAN DISCUSSION DOCUMENT

APRIL 2020  
REV 3

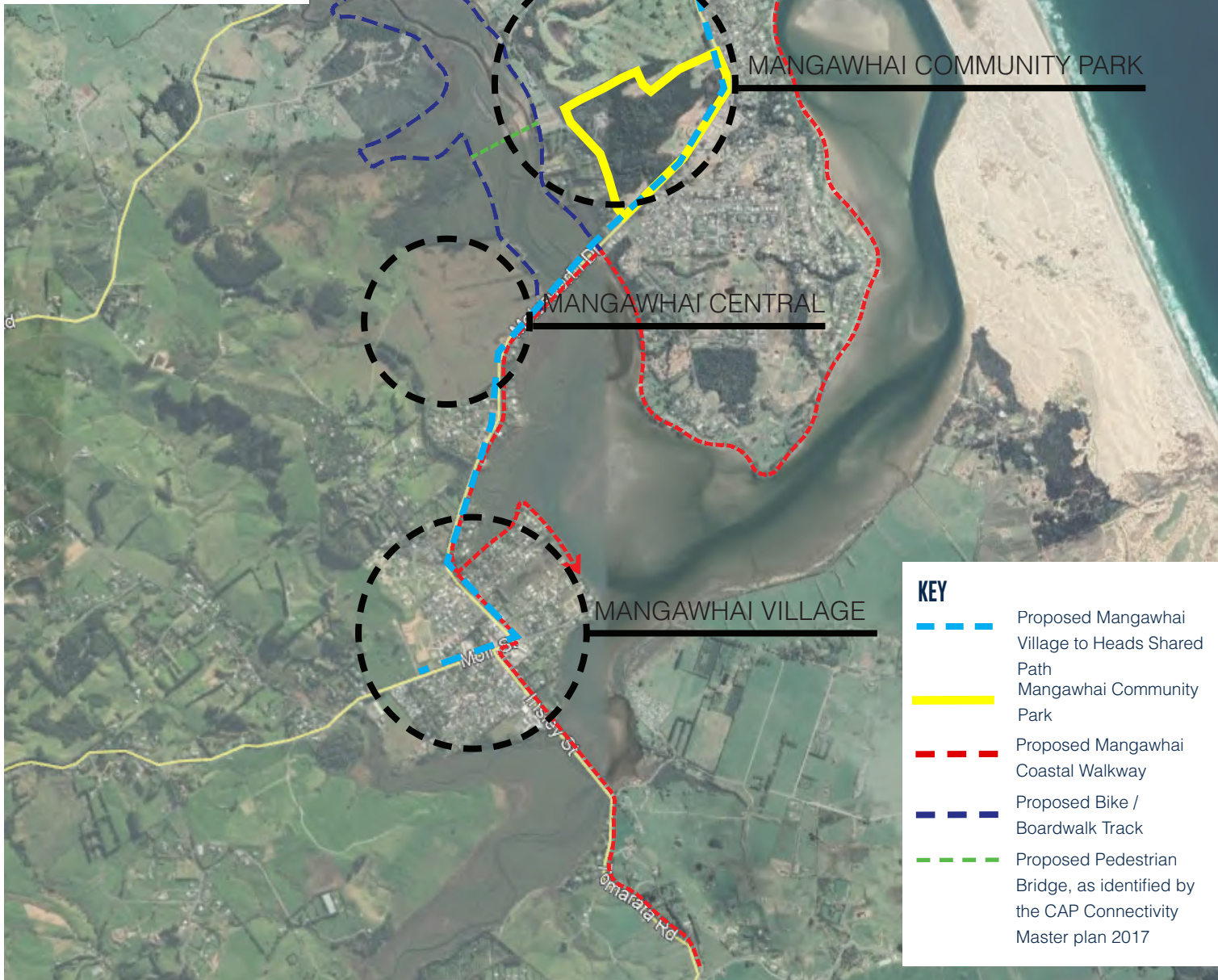


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Location Plan



## 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.

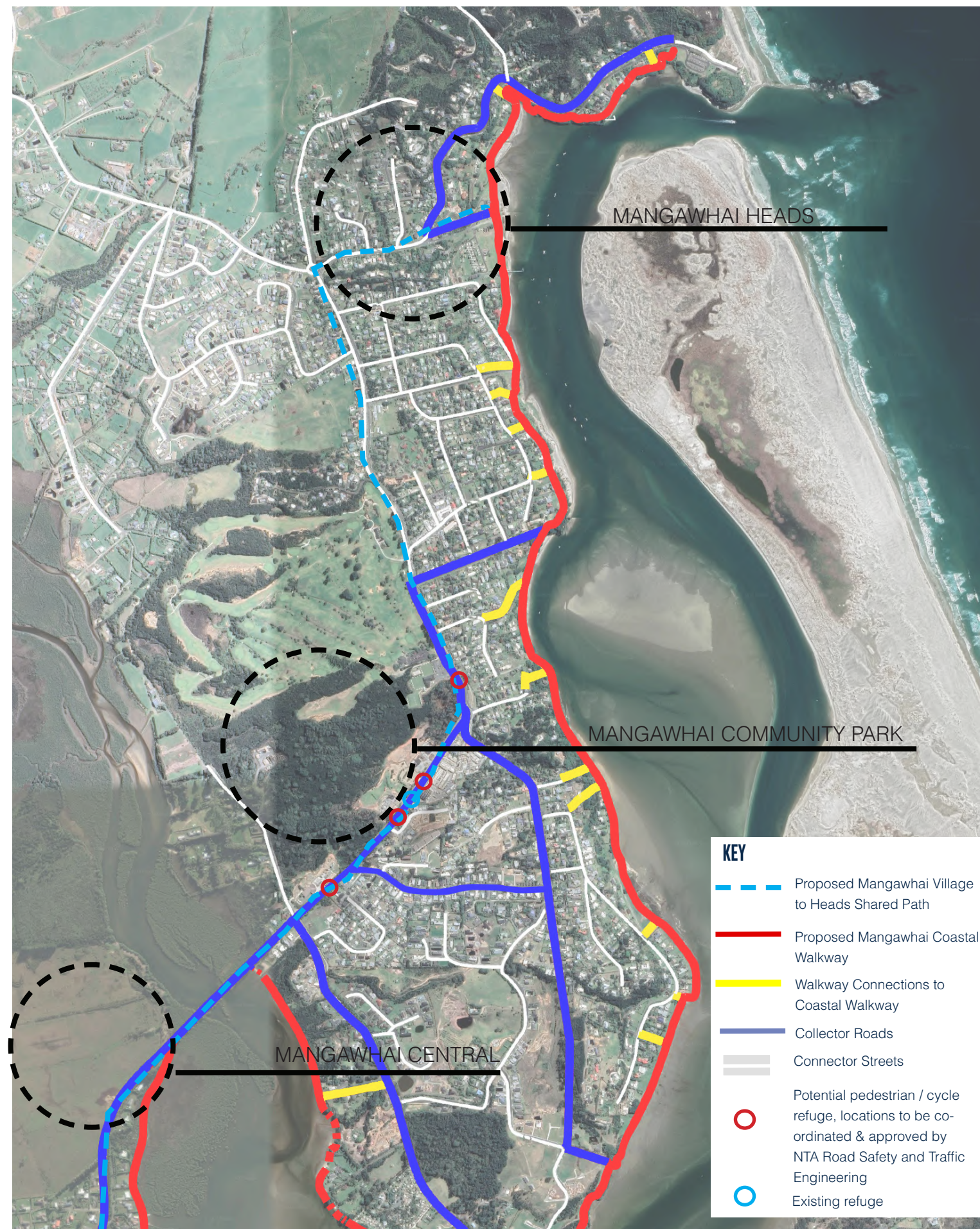
Enhancing the reserve presence, and developing park or local identity opportunities, will also be investigated. Access to the reserve off Molesworth Drive will be more legible for vehicles, pedestrians and cyclists. Entrance points and road frontage can be highlighted through a series of landscape treatments 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



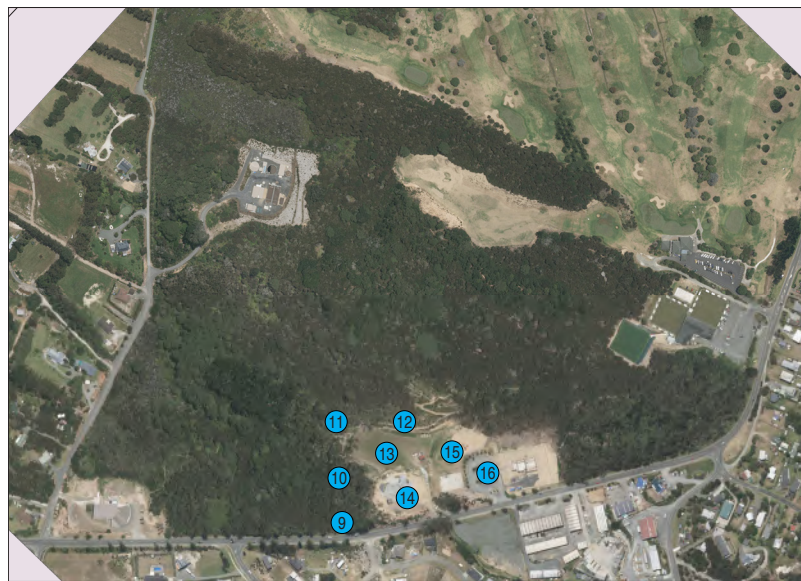


Photo Locations



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



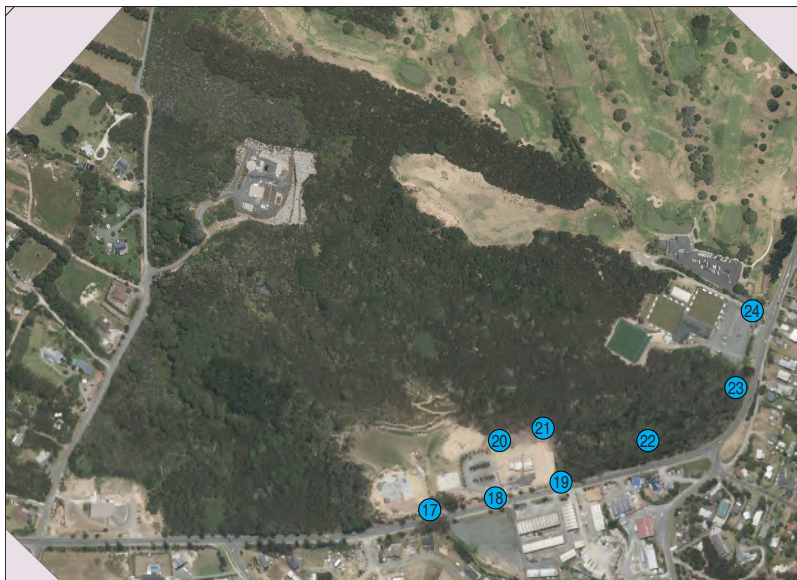


Photo Locations



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

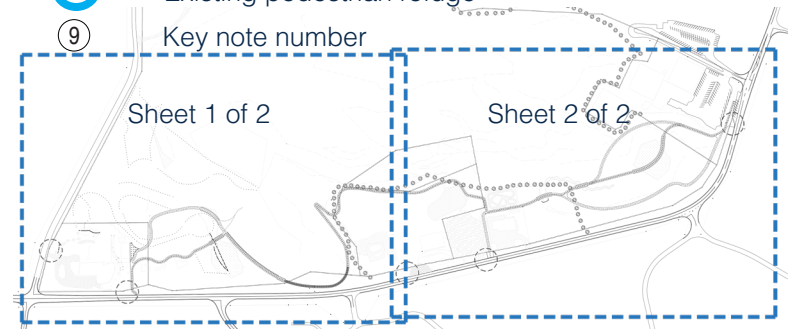


Road to Mangawhai Golf Club / Mangawhai Bowls



# 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

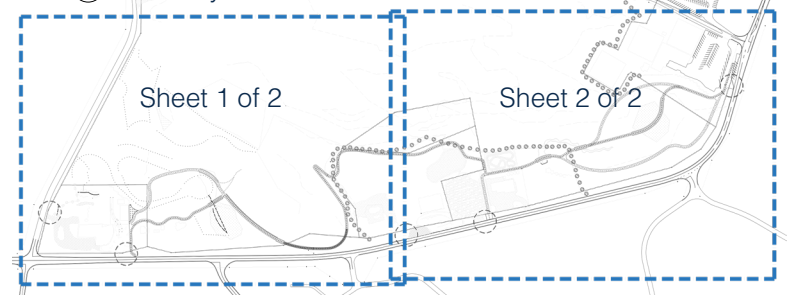
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# KEY

- 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

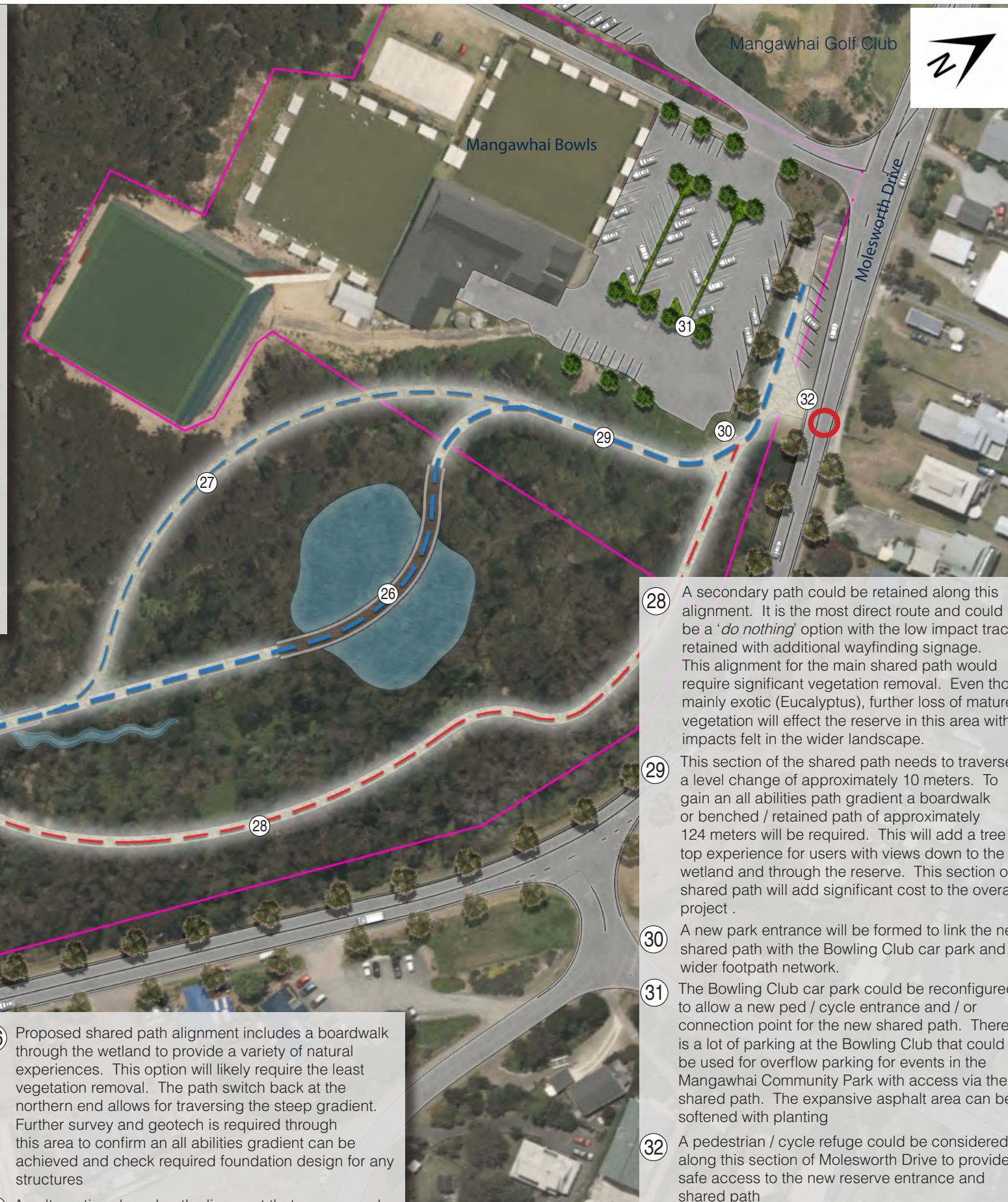


# KEY NOTE

- 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



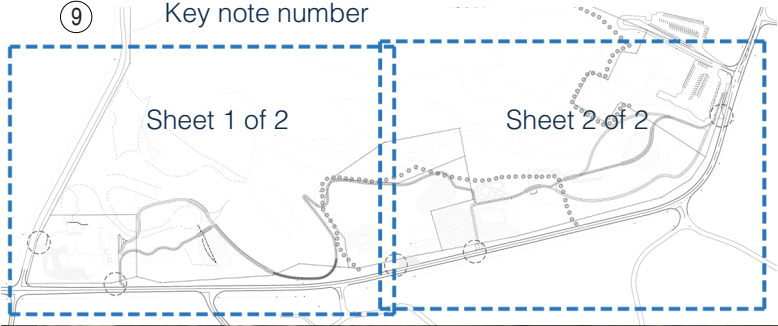
- A secondary path could be retained along this alignment. It is the most direct route and could be a 'do nothing' option with the low impact track retained with additional wayfinding signage. This alignment for the main shared path would require significant vegetation removal. Even though mainly exotic (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





- 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



- 29 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.
- 30 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 .
- 31 A new park entrance will be formed to link the new shared path with the Bowling Club car park and the wider footpath network.
- 32 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

- 27 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
- 28 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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