Mangawhai Community Park Concept Plan Discussion Document

July 2020

Rev 5

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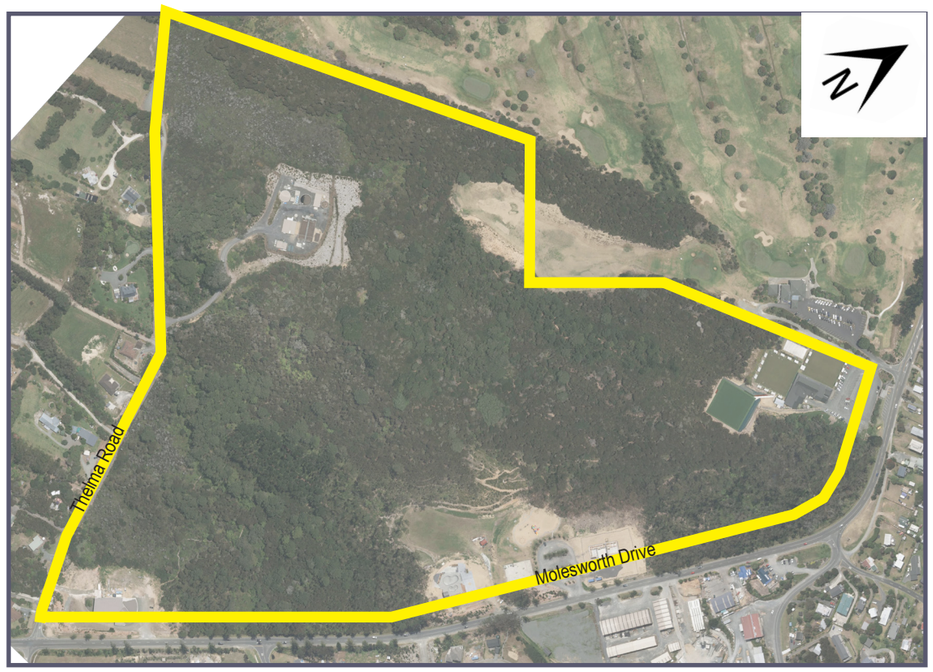

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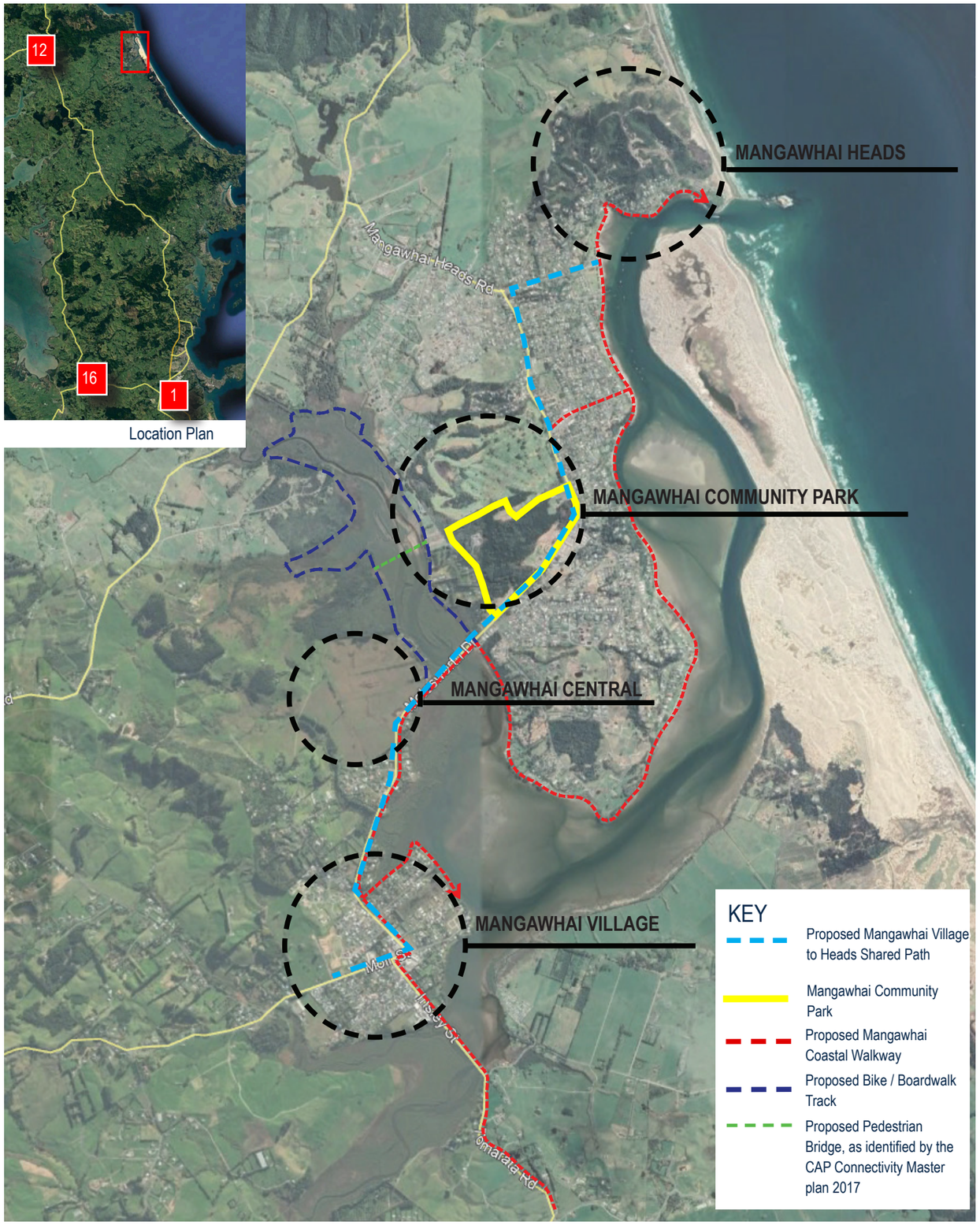

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Mangawhai Community Park Development Plan

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, subdivision, 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 a high level concept design outlining the proposed alignment of the shared path 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 car parks. Access to the shared path can be enhanced with the addition of several new pedestrian / cycle refuges along Molesworth Drive providing important connections to the new Molesworth Drive shared path, surrounding residential areas and wider community.

The proposed Mangawhai Community Park shared path connection will be the spine off which the eastern area of the reserve 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.

Opportunities to enhancing the reserves 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 via safe paths with the reserve activity nodes. 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 nodes, opportunities for enhancing planting and planting for shade and structure will be identified. Wayfinding and interpretive signage will ensure safe and legible movement into and throughout Mangawhai Community Park.

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Mangawhai Community Park Concept Plan

L101 - Context Plan & Project Summary

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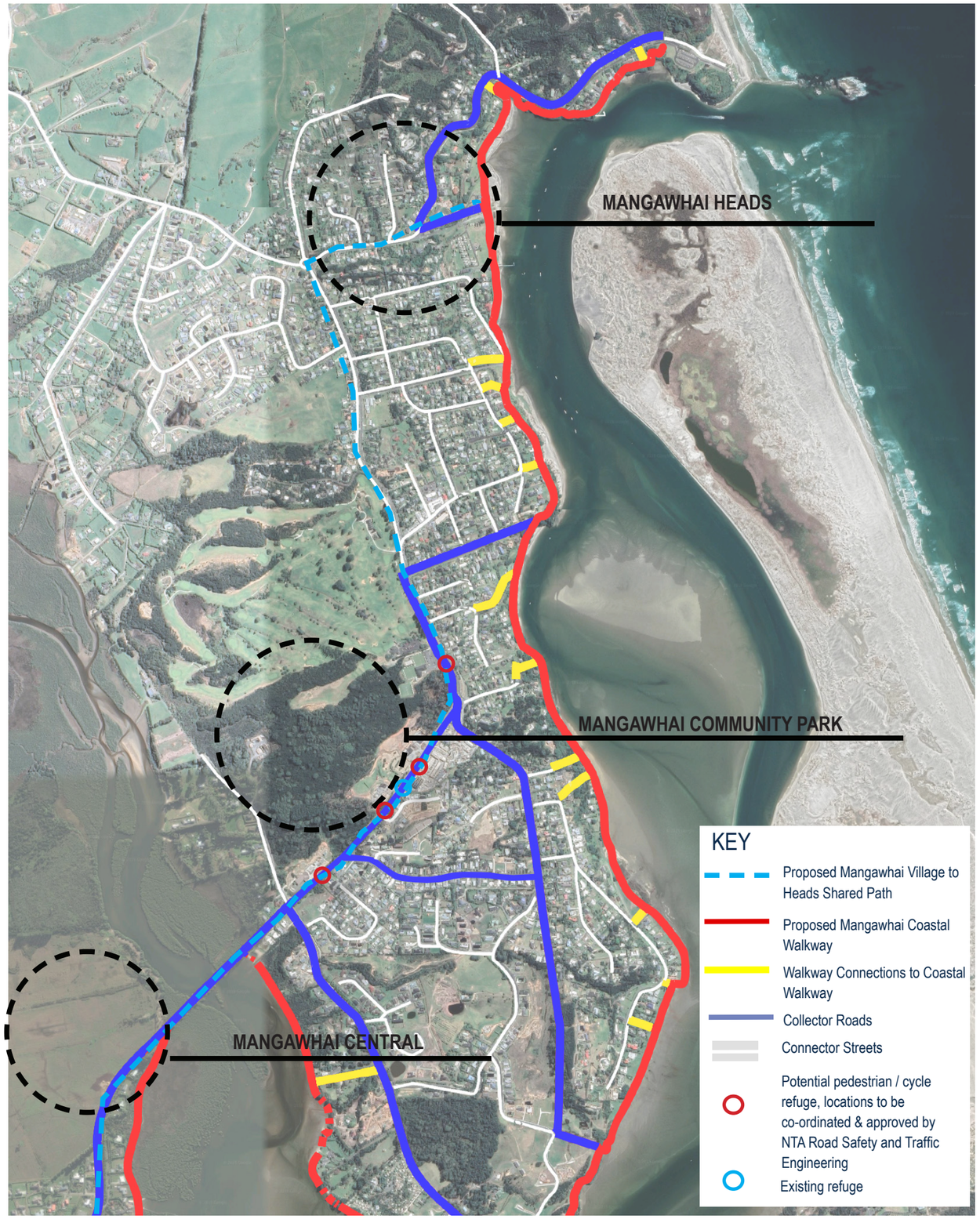

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Mangawhai Community Park Connectivity

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

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L102 - Pedestrian & Cycling Connections

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Photo Locations

Molesworth Dr / Thelma Rd intersection

Back of Mangawhai Museum, proposed bus parking area

Mangawhai Museum & Historic Village, 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

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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 recently upgraded 2019

Playground, furniture and shade structures looking north

MAZ car park, looking west towards playground

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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 Dr

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

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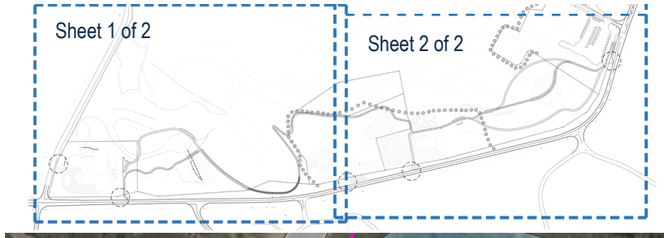
Key

- Mangawhai Community Park Site Boundary
- New 3 meter wide Shared Path
- Secondary Pathway
- Wetland / Stream
- Boardwalk / Benched Track
- Main Pedestrian & Vehicle Entrance
- Secondary Pedestrian & Vehicle Entrance
- Potential 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 new 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 to be widened to allow access and circulation for service vehicles, Art Centre vehicles and buses.
3. Mangawhai Community Park entrance statement. Signage, lighting, landscaping and space for temporary, seasonal / event installations.
4. Mangawhai Museum, Historical Village and formalised existing car park. Additional space and paths are accommodated for safe and comfortable pedestrian access and movement.
5. Proposed bus maneuvering and parking space. Vehicle tracking and design required to ensure sufficient maneuvering space.
6. Potential 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. Existing Norfolk Pines retained where possible and supplemented with a native specimens.
10. New bridge across the existing overland flow path and wetland to allow for new shared path alignment and stormwater flow to the wetlands.
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 70 meters will be required.
13. A new pedestrian access to the Park and connection to the shared path. Access supported by a new pedestrian refuge.
14. Existing BMX Pump Track. This section of shared path may require a section of low boardwalk or drainage to allow for draining of flood waters.
15. Open passive recreational space, sports training and events area. Potential overflow parking for MAZ events.
16. Existing Skate Park, recently extended and upgraded.
17. Potential location for proposed MAZ Clubrooms, overlooking the activity zone. This location needs further investigation, including investigation into required associated car parking, building size. Geotechnical assessment 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 2

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Key

- Mangawhai Community Park Site Boundary
- New 3 meter Shared Path
- Secondary Pathway
- Wetland / Stream
- Boardwalk / Benched Track
- Main Pedestrian & Vehicle Entrance
- Secondary Pedestrian & Vehicle Entrance
- Potential 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

(18) Existing work shed.

(19) Existing multi purpose courts.

(20) Developed pedestrian access to the MAZ area and for maintenance vehicles. Could provide managed access to overflow parking for events or peak traffic flow times. A generous dedicated pedestrian access and entrance to the MAZ area including the container clubrooms, cafe and sheltered seating.

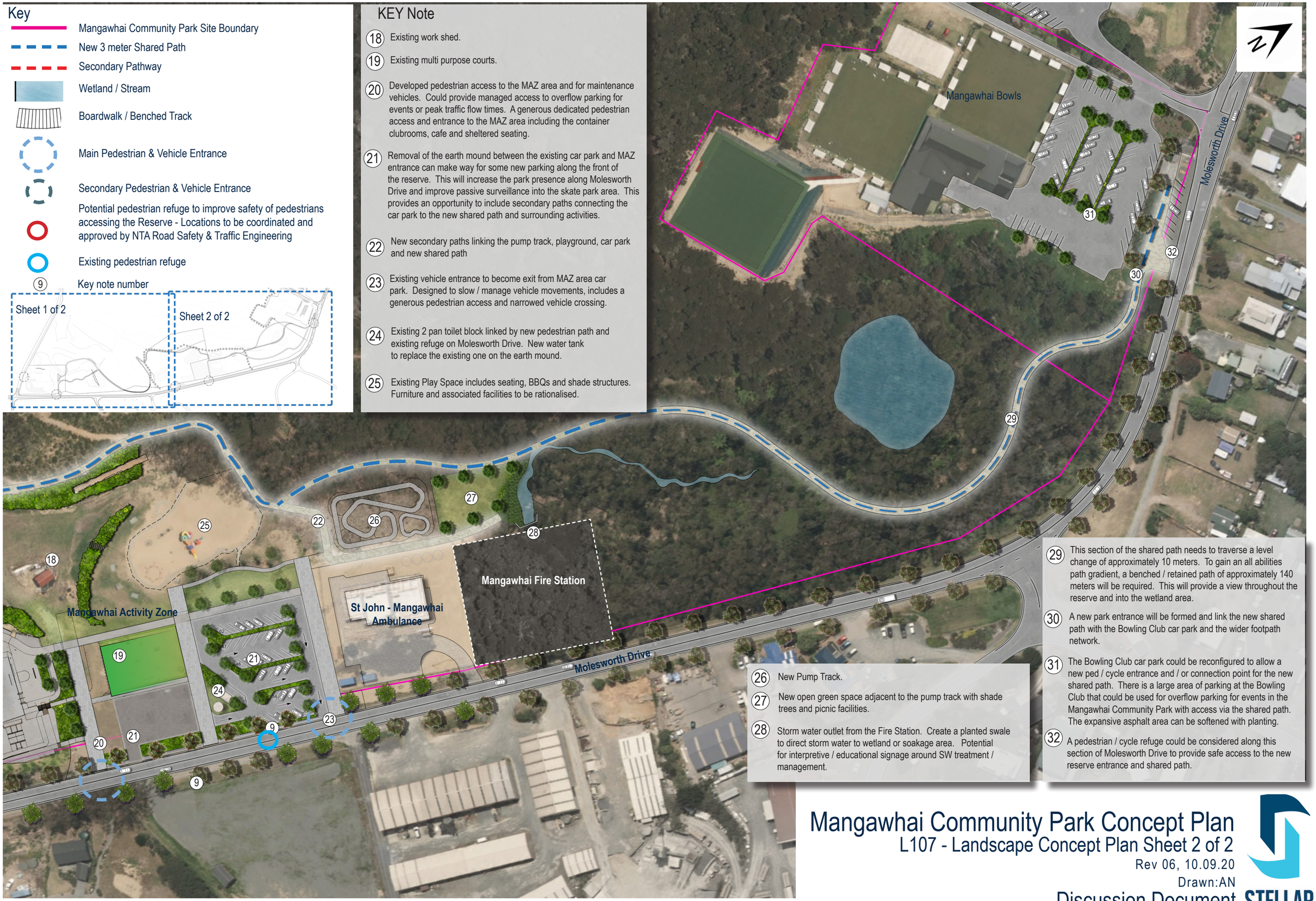
(21) Removal of the earth mound between the existing car park and MAZ entrance can make way for some new parking along the front of the reserve. This will increase the park presence along Molesworth Drive and improve passive surveillance into the skate park area. This provides an opportunity to include secondary paths connecting the car park to the new shared path and surrounding activities.

(22) New secondary paths linking the pump track, playground, car park and new shared path

(23) Existing vehicle entrance to become exit from MAZ area car park. Designed to slow / manage vehicle movements, includes a generous pedestrian access and narrowed vehicle crossing.

(24) Existing 2 pan toilet block linked by new pedestrian path and existing refuge on Molesworth Drive. New water tank to replace the existing one on the earth mound.

(25) Existing Play Space includes seating, BBQs and shade structures. Furniture and associated facilities to be rationalised.



(26) New Pump Track.

(27) New open green space adjacent to the pump track with shade trees and picnic facilities.

(28) Storm water outlet from the Fire Station. Create a planted swale to direct storm water to wetland or soakage area. Potential for interpretive / educational signage around SW treatment / management.

(29) This section of the shared path needs to traverse a level change of approximately 10 meters. To gain an all abilities path gradient, a benched / retained path of approximately 140 meters will be required. This will provide a view throughout the reserve and into the wetland area.

(30) A new park entrance will be formed and link the new shared path with the Bowling Club car park and the wider footpath network.

(31) 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 large area 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.

(32) 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.

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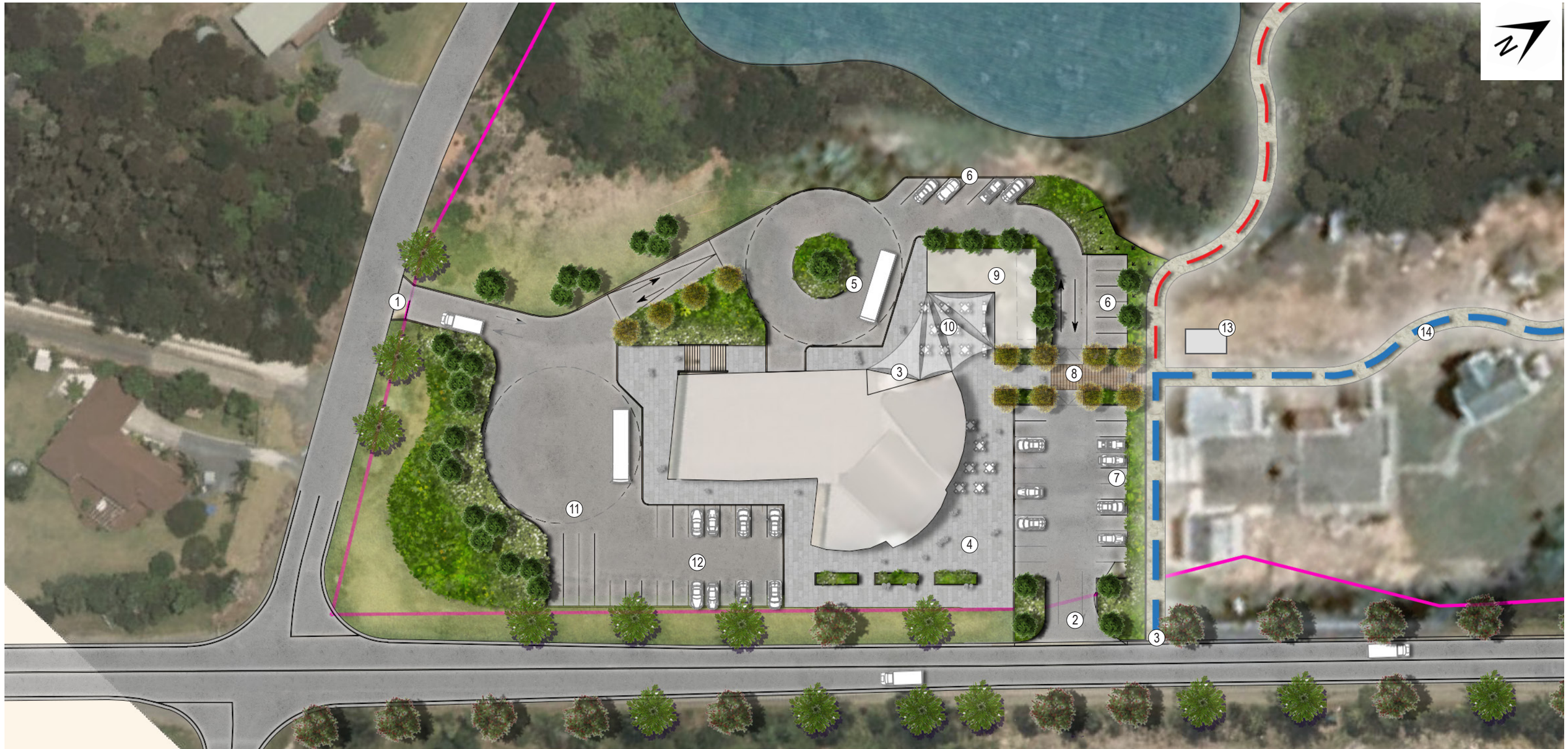

Museum & Historic Village Car & Bus Parking

1. New widened bus and secondary car entrance off Thelma Road to reduce bus movements in 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 included planting, fencing, signage and where appropriate lighting. Pedestrian access to be supported by a new pedestrian refuge. Exact location to be confirmed
4. New extended museum plaza to provide a generous, safe, pedestrian oriented experience for visitors and more space for outdoor dinning.
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, drainage to be addressed.
7. Realign existing car parking and include landscaping to soften the space.
8. New raised pedestrian crossing providing a safe connection between the proposed shared path, the museum and proposed arts facilities.
9. New arts building and landscaping.
10. Museum and Arts shared outdoor multi-use space. Can be used for outdoor dinning or small events.
11. Bus parking and maneuvering space.
12. Overflow and staff car parking.
13. New two pan public toilet.
14. New shared path.

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L108 - Museum & Historic Village Car & Bus Parking

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MAZ Car park Concept

1. Existing Avenue of Norfolk Pines retained where possible and supplemented with native specimens where required. Crown lifted to ensure clear sight lines and space for footpaths.
2. Separate pedestrian , maintenance and overflow car park entrance.
3. New generous pedestrian access paths into the reserve to increase the 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. Existing MAZ container club rooms and cafe retained.
4. Potential new MAZ car park area long reserve frontage. Maximises reserve presence along Molesworth Drive and increase the capacity of the existing car park. Surface could remain permeable or Water Sensitive Design employed to manage stormwater. Requires existing earth mound removal.
5. The existing Phoenix palms to be removed to maximise parking and open space. New native specimen trees planted within and around the car park to provide shade and soften the hard surface. Further survey of this area will be required to finalise the car park layout.
6. Existing toilet retained, with new path connections from the car park and Molesworth Drive.
7. Existing multi-use courts retained with new path connections from the car park and Molesworth Drive.
8. New secondary paths connecting the various activities and parking within the MAZ area.
9. Skate Park

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