

Mt Wellington War Memorial Park & Panmure Wharf Reserve Concept Plan

SEPTEMBER 2015



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The articulation of the many rich tapestries that have existed over many years gives us our collective history and sense of place. Mana whenua acknowledge all those that have made Maunainia district their home. An ancient name that is captured on an adjacent reserve, those that have supported this project including Ngati Paoa, Ngati Whatua o Orakei, Ngati Tamaoho, Te Akitai Waiohua, Ngai Tai ki Tamaki and Ngati Maru.

The Te Aranga Design principles provides an opportunity for cultural expression:

- Mana** As it applies to rangatiratanga ensures that relationships are held with integrity. Mana Whenua continue to uphold their kaitiaki responsibilities and enjoy opportunities that arise from relationships that are based on mutual understanding and respect, and those positive outcomes as a result.
- Whakapapa** Is relative to association, which requires a celebration of history through opportunities to provide a cultural layer via naming or dual naming where possible. This is yet to be fully explored along with the provision of the cultural dialogue.
- Tohu** Provides for the acknowledgement of significant sites and cultural landmarks. The relationship of this site to its environment recognizes the maritime history and therefore an historical waka route. The importance of associated sites of significance in close proximity are to be celebrated through strategic and appropriate interpretation along with the protection of important areas/features.
- Taiao** Requires the protection, enhancement and celebration of the natural environment to be achieved via a number of measures such as the re-establishment of local biodiversity and connecting ecological corridors; species selection to encourage native birdlife along with the establishment of a pā harakeke and harvestable native plantings.
- Mauri Tu** Speaks to the need to ensure that the environmental health and the mauri of the Whenua and the Awa/Wai are enhanced. Measures are being taken to restore water passages along with riparian and wetland plantings to also enhance biodiversity. The remediation of contaminated soils via bioremediation and utilization of mudcrete seawalls to contain and protect from erosion is essential. Locally sourced hard landscape and building materials is supported. Stormwater treatment to drinking water quality and the improvement of current monitoring standards along with marine life increase will be to the benefit of the whole community.
- Mahi Toi** Or 'creative expression' ensures that Mana Whenua narratives are captured creatively and appropriately. As a work in progress the dialogue will be presented through a wananga process to allow for the reinscription of the cultural narrative through a range of mediums with the objective of promoting the taonga, i.e. everything that we treasure.
- Ahikaa** Is merely to reflect a living presence to ensure cultural security and a sense of pride. Providing for access to waterways; cultural rejuvenation, social and economic opportunities and ongoing effective partnerships that benefit the wider community and place.

Te Aranga Māori Design Values and Principles



SK00 Whakapapa / Tohu / Mahi Toi Opportunities

LEGEND:

- Potential story telling locations (Tohu / Mahi Toi) opportunities for stories to be cast into elements, incorporated into signage or told in other creative ways.
- Potential artwork locations (Mahi Toi). This could take the form of pae/tuahu, wooden or stone pieces. It also includes relocation of an existing stone carving on site.
- Potential Whakapapa/history dialogue repeated across the key entry points. The opportunity for dual naming at these entry points will further enhance this dialogue. The telling of these stories is an ongoing discussion between Iwi and continues to be an ongoing development as a deliverable.



Scale: 1:3000 @ A3



SK01 Overall Site Plan

LEGEND:

- 1 Investigate methods to remediate fill on site, which is of an unknown nature. More information is coming on this, and this will be updated prior to public consultation.
- 2 Field layout shown in white follows the current proposal to maximise the field capacity, prepared by Babbage Consultants, August 2013. This includes six rugby fields (doubling as touch rugby fields in summer), five cricket wickets, and one kilikiti wicket.
- 3 Improve footpath along Dunkirk Road by extending slightly into park, allowing people to walk along path while cars overhang the

kerb. See sheet SK05 for details.

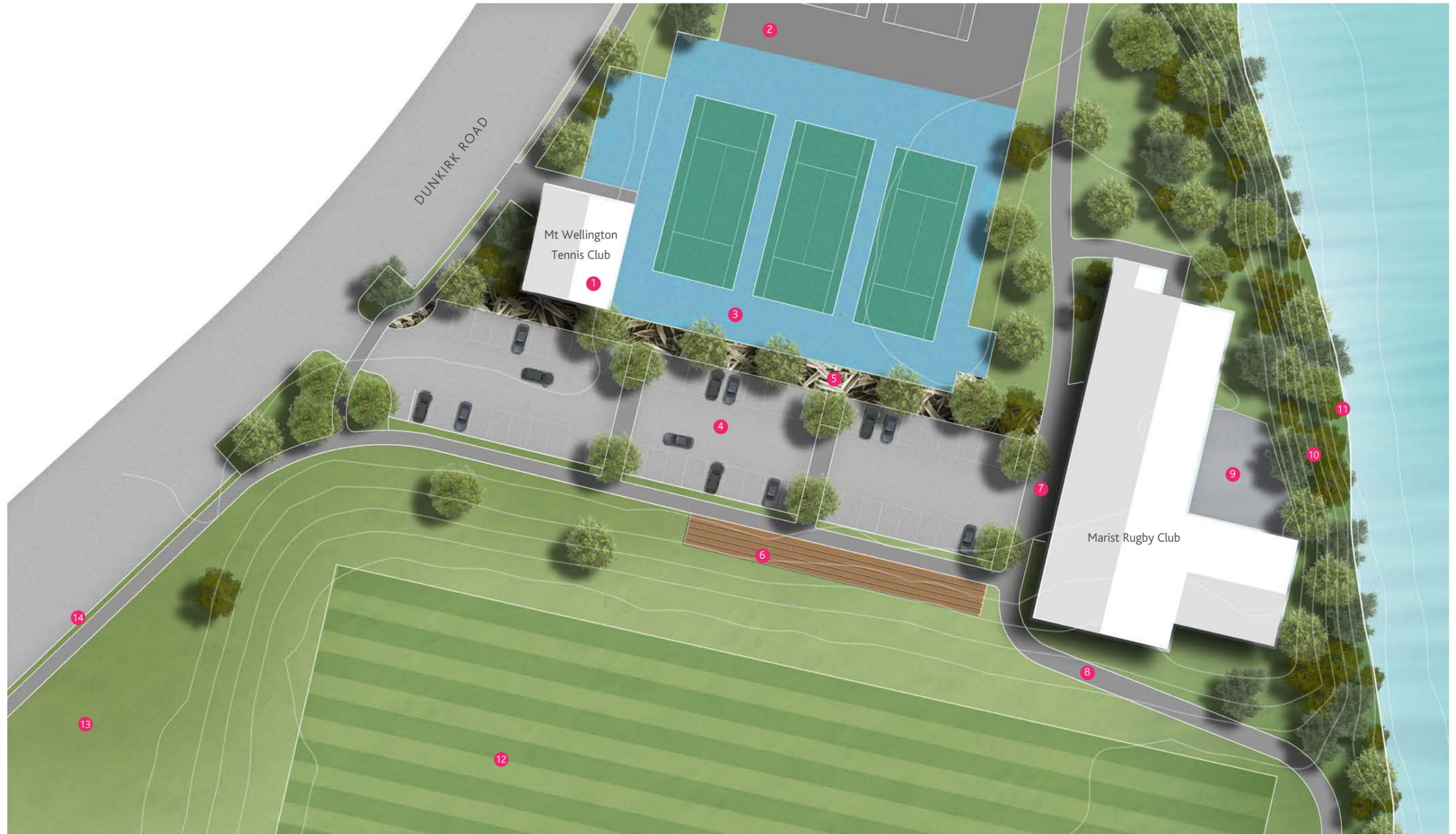
- 4 Discuss palms. Iwi would like them replaced with preferably a cluster of various natives with potentially taller varieties such as ti kouka, nikau etc.
- 5 Existing carpark removed, due to inefficient use of space and poor condition. Return this area to grass or other uses (such as youth activities), as usage needs develop over time.
- 6 numbers lost by removal of carpark noted above.
- 7 Implement shared path/greenway along coastal edge, connecting Dunkirk Reserve in the north to Panmure Wharf Reserve in the south.
- 8 Repair and upgrade the coastal rock wall, creating small naturalised beach breakouts as shown, to allow improved access to coast.
- 9 Create safe crossing points across Dunkirk Road to improve connections to Johnson and Mauinaina Reserves as shown.

Extend Dunkirk Road 90 degree carparking in this location to make up

- 10 Investigate stormwater treatment options in Johnson Reserve, to treat/detain water that is currently flowing untreated into the estuary just below the rugby clubrooms on War Memorial Park.
- 11 Future shared path/greenway in Mauinaina shown for reference.
- 12 Note: Refer also to the enlargement plans outlined by red boxes for further detail of specific areas.



Scale: 1:3000 @ A3



SK02 RFC Area Option 1

LEGEND:

- Note: For discussion with all users groups/lessees in this area prior to any public consultation.
- 1 Tennis club building relocated to allow for improved carpark layout as shown. Note that club's proposed/consented volleyball court would be included in the blue hatched area to the north.
 - 2 Existing asphalt hardcourts, potentially resurfaced in future as per club proposal.
 - 3 Existing artificial grass tennis courts.
 - 4 New carpark proposed, with an increased number of carparks (approximately 16 new spaces).
 - 5 Vegetated swale drain to north of carpark, to treat and detain stormwater runoff.
 - 6 Existing terraces extended/reconfigured to place them closer to the halfway line of the number one field.
 - 7 Plaza/hardstand area in front of existing clubroom building to allow for deliveries, etc. Care to be taken at detailed design stage to minimise potential conflict with users of the shared path/greenway here.
 - 8 Proposed shared path/greenway linking Dunkirk and Panmure Wharf Reserves (refer also SK01)
 - 9 Existing clubroom outdoor area retained
 - 10 Coastal margin revegetated to improve habitat and treat overland stormwater flow prior to entering estuary.
 - 11 Existing seawall in this area is proposed for repair under a separate renewals project.
 - 12 Existing number one field.
 - 13 Existing carpark removed, see SK01
 - 14 New 90 degree parking in this area, see SK01.



Scale: 1:500 @ A3

SK03 RFC Area Option 2

LEGEND:

Note: For discussion with all users groups/lessees in this area prior to any public consultation.

- 1 Potential multi-sport club facility, which could incorporate the rugby and tennis clubs, located at the halfway point of the number one field. Potential to include current Dunkirk Activity Centre programmes to maximise weekday use. In this event, the DAC would be removed. Building would also include change and toilet facilities.
- 2 Potential expansion of club building into this area would allow for increased community/recreation uses, if desired. Note that all building footprints are indicative only, and would be subject to funding arrangements and architectural design.
- 3 Existing angle parks retained, unless enlargement noted above occurs.
- 4 One way carpark access off Dunkirk Road, exit is north of tennis courts, as per the existing situation.
- 5 Vehicle access in front of clubrooms features different paving and other design features to slow traffic speeds, and improve connections to playing fields.
- 6 Terraces rebuilt along halfway line of the number one field.
- 7 Angle carparking shown in notes 3, 7 and 13 retains current carparking numbers. New carparking areas to drain to vegetated swales to treat and detain stormwater runoff.
- 8 Existing artificial grass tennis courts.
- 9 Existing asphalt hardcourts, shown with tennis club resurfacing proposal for reference, and including the proposed/consented volleyball court.
- 10 Potential play area developed in this location, as an alternative to upgrading the existing facility in the south of the reserve.
- 11 Coastal margin revegetated to improve habitat and treat overland stormwater flow prior to entering estuary, and existing seawall in this area repaired under a separate renewals project.
- 12 Basketball half court to complement play area.



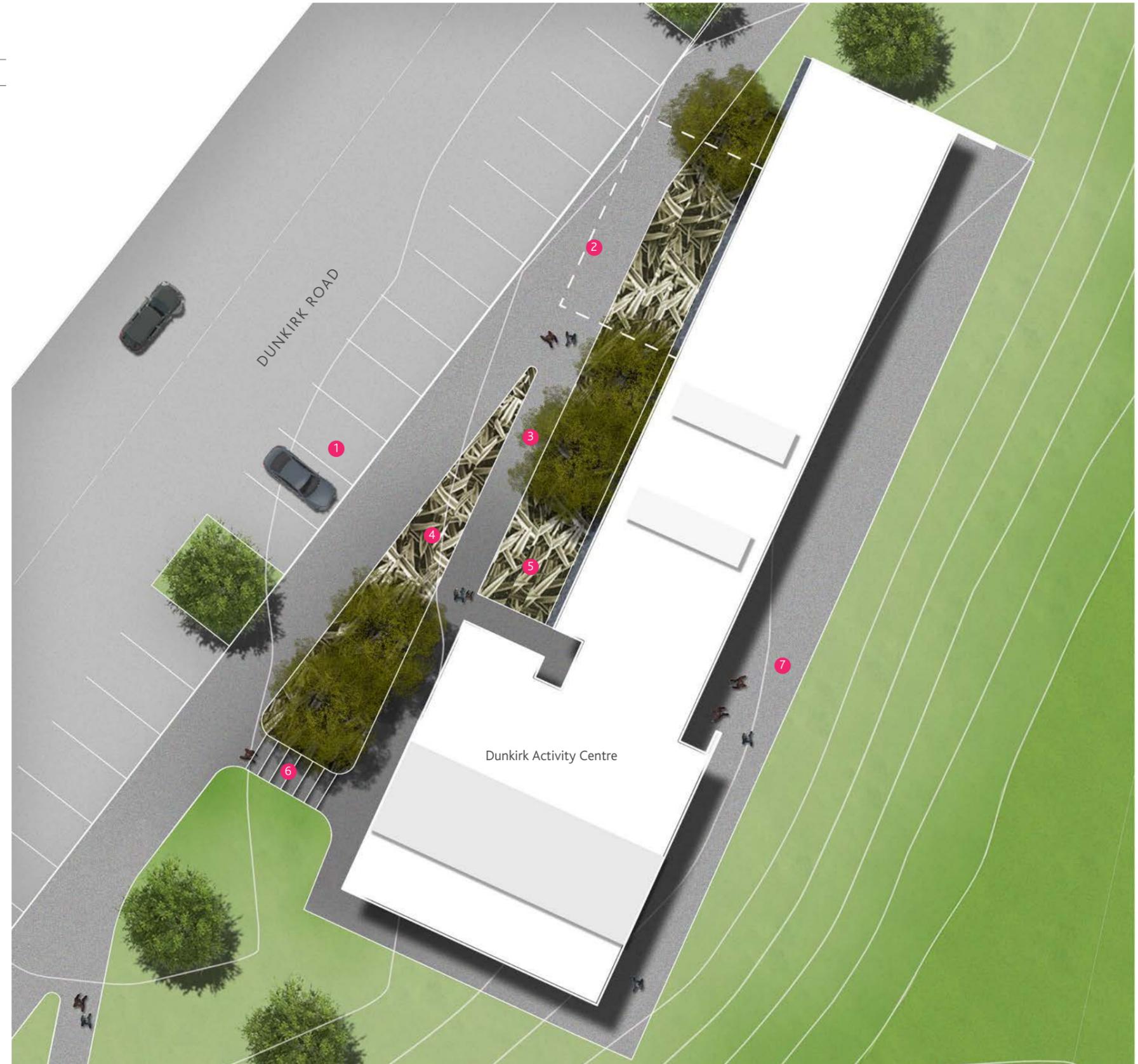
SK04. DAC Area

LEGEND:

Note: For discussion with all users groups/lessees in this area prior to any public consultation.

Note also that if the multisport building option (Sk03) is preferred, then investigate relocation of these activities to that facility to maximise its use. The building would then be demolished.

- 1 Existing carparking for activity centre moved out to Dunkirk Road to allow for an accessible route (1:12 maximum grade) and improved amenity in this area. Regulatory signage added to denote this area as dedicated parking.
- 2 Existing toilet removed from building to allow improved circulation and accessible route as above. Toilet facility would be replaced as a new stand-alone facility in conjunction with the playground upgrade noted on sheet SK06.
- 3 Accessible route (1:12 max slope) leads down from carparking and footpath.
- 4 Low growing native vegetation to soften bank.
- 5 Low growing native vegetation to soften bank, not rock riprap needed at base of slope to disguise existing drainage channel.
- 6 Step access provides a direct route to building, to avoid desire line tracking.
- 7 Existing hardstand between building and fields retained.



Scale: 1:200 @ A3



SK05. Playground & Stormwater Area

LEGEND:

- 1 Minor pedestrian area created at entry from Dunkirk Road, with wayfinding and interpretation signage information, planting and seating.
- 2 Proposed playground upgrade (indicative concept, to be further developed) carried out as part of planned renewals project.
- 3 Existing kilikiti pitch.
- 4 Sloping banks to be revegetated to improve habitat, with a mix of native specimen trees and shrubs appropriate to the local area.

- 5 Proposed stormwater pond (forebay area). A stormwater pond is proposed here to treat and detain the large catchment west of Dunkirk Road, which is currently flowing untreated into the estuary. This will result in reduced flooding/erosion, and removal of a large pollutant load in the estuary, including heavy metals, hydrocarbons, oil and litter.
- 6 Proposed stormwater pond (main pond).
- 7 Proposed dual pan toilet, oriented towards playground and road, and screened with vegetation from fields as shown.

- 8 Walking/cycling bridge required at this point to cover the intertidal treatment zone described under point 14.
- 9 Grassed space set within proposed planting to act as a lookout and interpretation area – featuring seating, signage and potentially artwork telling the stories of occupation of this area, and use of the estuary. This existing Maori artwork (carved stone) in this area could also be incorporated here and/or war memorial feature.
- 10 Proposed shared path/greenway along coastal edge, connecting Dunkirk Reserve in the north to Panmure Wharf Reserve in the south, refer SK01 for extents.

- 11 Connection to Armein Road improved with all-weather path, signage and bollard upgrades.
- 12 Proposed location for war memorial artwork feature.
- 13 Coastal edge to be naturalised, revegetated and graded back, to reduce erosion, improve amenity and allow better access to the water.
- 14 Proposed intertidal coastal wetland zone to further treat contaminants and sediment prior to water entering the estuary.



Scale: 1:750 @ A3



SK06. PWR Area

LEGEND:

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| <ul style="list-style-type: none"> 1 Existing vehicle access re-routed behind rowing club, to reduce vehicle/pedestrian/boat/cyclist conflicts, and improve public access to foreshore. 2 Angled carparking bays retain overall number of carparks generally. 3 Hardstand for waka ama storage. 4 Overflow/further area for waka ama storage if required. 5 Proposed shared path/greenway along coastal edge, connecting via War Memorial Park to Dunkirk Reserve in the north, refer SK01 for extents. 6 Coastal edge to be naturalised, revegetated, graded back and potentially resanded, to reduce erosion, improve amenity and | <ul style="list-style-type: none"> 7 allow better access to the water. 8 Grassed area to be opened up with tables, seating and barbecues, to function as a picnicking space. 9 Proposed dual pan toilet facility, to replace the current structure upon renewal. 10 Existing boat launch ramp retained. Investigate engineering options for intercepting and treating overland stormwater runoff prior to it reaching the harbour. 11 Access from Grammar Rowing Club to water to be retained. 12 Sloping banks to be revegetated to improve habitat, with a mix of native specimen trees and shrubs, appropriate to the local area. | <ul style="list-style-type: none"> 13 Automated bollards to be installed at edge of Yacht Club lease area (dark grey), to control access. 14 Investigate options to prevent and/or treat water runoff from boat storage area to estuary, via bunding/filter strips etc to reduce potential pollutant loads. 15 Existing carpark removed, with carparking instead located closer to the Kings Rd entry to reduce vehicle movements within reserve, and reduce antisocial behaviour. 16 Grassy space set within proposed planting to act as a lookout and interpretation area – featuring seating, signage and potentially artwork telling the stories of occupation of this area. 17 All weather path access to Armein Road – mixture of accessible route | <ul style="list-style-type: none"> 18 grades and alternative stepped options. 19 Coastal edge to be naturalised, revegetated and graded back, to reduce erosion, improve amenity and allow better access to the water. 20 Existing boat haulout retained. 21 Existing private jetty. 22 Existing timber jetty in poor repair to be removed, and replaced with a floating pontoon style jetty, more suitable for launching the range of water-going craft domiciled here. |
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Scale: 1:1,000 @ A3



