



---

**PALMERSTON NORTH CITY COUNCIL**

---

**AGENDA**

**PLAY, RECREATION & SPORT  
COMMITTEE**

---

**9AM, WEDNESDAY 17 JUNE 2020**

ELWOOD ROOM, CONFERENCE & FUNCTION CENTRE  
354 MAIN STREET, PALMERSTON NORTH

---



---

## MEMBERSHIP

---

**Leonie Hapeta (Chairperson)**  
**Billy Meehan (Deputy Chairperson)**  
**Grant Smith (The Mayor)**

<b>Brent Barrett</b>	<b>Patrick Handcock ONZM</b>
<b>Zulfiqar Butt</b>	<b>Karen Naylor</b>
<b>Vaughan Dennison</b>	<b>Bruno Petrenas</b>
<b>Lew Findlay QSM</b>	

**Agenda items, if not attached, can be viewed at:**

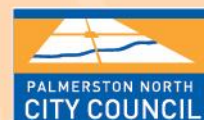
[pncc.govt.nz](http://pncc.govt.nz) | Civic Administration Building, 32 The Square  
City Library | Ashhurst Community Library | Linton Library

---

**Heather Shotter**  
**Chief Executive, Palmerston North City Council**

**Palmerston North City Council**

W [pncc.govt.nz](http://pncc.govt.nz) | E [info@pncc.govt.nz](mailto:info@pncc.govt.nz) | P 356 8199  
Private Bag 11034, 32 The Square, Palmerston North



## **PLAY, RECREATION & SPORT COMMITTEE MEETING**

17 June 2020

### **ORDER OF BUSINESS**

#### **NOTES:**

- The Play, Recreation & Sport Committee meeting coincides with the ordinary meeting of the Finance & Audit Committee meeting. The Committees will conduct business in the following order:
  - Finance & Audit Committee
  - Play, Recreation & Sport Committee
- If you wish to attend this meeting via audio visual link then please contact the Democracy & Governance Administrator, Susie Williams- Dobson, on [susie.williams-dobson@pncc.govt.nz](mailto:susie.williams-dobson@pncc.govt.nz) to request a link.

#### **1. Apologies**

#### **2. Notification of Additional Items**

Pursuant to Sections 46A(7) and 46A(7A) of the Local Government Official Information and Meetings Act 1987, to receive the Chairperson's explanation that specified item(s), which do not appear on the Agenda of this meeting and/or the meeting to be held with the public excluded, will be discussed.

Any additions in accordance with Section 46A(7) must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

Any additions in accordance with Section 46A(7A) may be received or referred to a subsequent meeting for further discussion. No resolution, decision or recommendation can be made in respect of a minor item.

**3. Declarations of Interest**

Members are reminded of their duty to give a general notice of any interest of items to be considered on this agenda and the need to declare these interests.

**4. Public Comment**

To receive comments from members of the public on matters specified on this Agenda or, if time permits, on other Committee matters.

(NOTE: If the Committee wishes to consider or discuss any issue raised that is not specified on the Agenda, other than to receive the comment made or refer it to the Chief Executive, then a resolution will need to be made in accordance with clause 2 above.)

**5. Presentation - Netball Manawatu** Page 7

**6. Presentation - Combat Sports in the Manawatu** Page 9

**7. Confirmation of Minutes** Page 11  
"That the minutes of the Play, Recreation & Sport Committee meeting of 18 March 2020 Part I Public be confirmed as a true and correct record."

**8. Victoria Esplanade Park Road entrance and Cook Street/Park Road Intersection options** Page 19  
Report, presented by Kathy Dever-Tod - Manager Parks and Reserves.

**9. Linklater Reserve Development Plan Implementation Update** Page 89  
Memorandum, presented by Kathy Dever-Tod - Manager Parks and Reserves.

**10. Committee Work Schedule** Page 99



## 11. Exclusion of Public

To be moved:

“That the public be excluded from the following parts of the proceedings of this meeting listed in the table below.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public as stated in the above table.



## **PRESENTATION**

**TO:** Play, Recreation & Sport Committee

**MEETING DATE:** 17 June 2020

**TITLE:** Presentation - Netball Manawatu

**FROM:** Chris Gunn, General Manager and Deb Gurney, Chairperson of Netball Manawatu

---

### **RECOMMENDATION TO PLAY, RECREATION & SPORT COMMITTEE**

1. That the Play, Recreation & Sport Committee receive the presentation from Netball Manawatu for information.

---

### **SUMMARY**

Chris Gunn, General Manager and Deb Gurney, Chairperson of Netball Manawātū will update the Committee on the status of Netball Manawātū.

### **ATTACHMENTS**

Nil



## **PRESENTATION**

**TO:** Play, Recreation & Sport Committee

**MEETING DATE:** 17 June 2020

**TITLE:** Presentation - Combat Sports in the Manawatu

**FROM:** Filipo Saua, Coach of SnapBACK Gym

---

### **RECOMMENDATION TO PLAY, RECREATION & SPORT COMMITTEE**

1. That the Play, Recreation & Sport Committee receive the presentation for information.
- 

### **SUMMARY**

Filipo Saua, Coach and Charmaine Saua, Director of SnapBACK Gym will make a presentation on combat sports in the Manawātū and the positive affect they have on the community.

### **ATTACHMENTS**

Nil





# PALMERSTON NORTH CITY COUNCIL

## Minutes of the Play, Recreation & Sport Committee Meeting Part I Public, held in the Council Chamber, First Floor, Civic Administration Building, 32 The Square, Palmerston North on 18 March 2020, commencing at 9.02am.

**Members Present:** Councillor Leonie Hapeta (in the Chair), The Mayor (Grant Smith) and Councillors Brent Barrett, Zulfiqar Butt, Vaughan Dennison, Lew Findlay QSM, Patrick Handcock ONZM, and Bruno Petrenas.

**Non Members:** Councillors Susan Baty, Renee Dingwall, Lorna Johnson, Aleisha Rutherford and Tangi Utikere.

**Apologies:** Councillors Rachel Bowen, Billy Meehan and Karen Naylor.

Councillor Lew Findlay was not present when the meeting resumed at 1.00pm. He was not present for clauses 2 to 11 inclusive.

Councillor Susan Baty left the meeting at 2.13pm during consideration of clause 6. She entered the meeting again at 2.35pm during the consideration of clause 7. She was not present for clause 6.

Councillor Vaughan Dennison left the meeting at 2.33pm during consideration of clause 10. He was not present for clauses 10 and 11.

### 1-20 Apologies

Moved Leonie Hapeta, seconded Aleisha Rutherford.

#### The COMMITTEE RESOLVED

1. That the Committee receive the apologies.

Clause 1-20 above was carried 13 votes to 0, the voting being as follows:

#### For:

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Renee Dingwall, Lew Findlay QSM, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

The meeting adjourned at 9.03am.

The meeting resumed at 1.00pm.

When the meeting resumed Councillor Lew Findlay was not present.

### 2-20 Public Participation at Meetings

Memorandum, presented by Natalya Kushnirenko, Democracy & Governance Administrator.

Moved Leonie Hapeta, seconded Tangi Utikere.

The **COMMITTEE RESOLVED**

1. That the Play, Recreation & Sport Committee set aside a public comment section of not more than 30 minutes at the commencement of each ordinary meeting of the Committee to provide members of the community the opportunity to comment.

Clause 2-20 above was carried 12 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**3-20**

**Public Comment**

Public Comment was made by Mr Philip Mead from the Takaro Bowling Club and Ms Alisa Lindsay from the Terrace End Bowling Club regarding the Bowling Club Merger – Pre-feasibility report.

Moved Leonie Hapeta, seconded Tangi Utikere.

The **COMMITTEE RESOLVED**

1. That the public comment be received for information.

Clause 3-20 above was carried 12 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**4-20**

**Bowling Club Merger - Pre-feasibility report**

Report, presented by Aaron Phillips, Senior Parks Planner, Kathy Dever-Tod, Manager Parks and Reserves and Brad Cassidy (Sport Manawatū).

Moved Leonie Hapeta, seconded Tangi Utikere.

The **COMMITTEE RESOLVED**

1. That the Council support a merged bowling club being located on Waihiko Park, North Street, at the site currently leased to the Northern Bowling Club.

Clause 4.1 above was carried 12 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Bruno

Petrenas, Aleisha Rutherford and Tangi Utikere.

Moved Leonie Hapeta, seconded Tangi Utikere.

2. That the Council agree that the Terrace End Bowling Club will be relieved of their responsibility under their lease clause 36.d. to remove the buildings and leasehold improvements from the Summerhays site estimated as costing \$200,000.

Clause 4.2 above was carried 12 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

Moved Leonie Hapeta, seconded Tangi Utikere.

3. That the Council refer the provision of a grant of \$300,000 to the draft 2021/31 Ten Year Plan process representing a proposed contribution to assist the merging clubs with construction of an artificial bowling green on the Waihikoa Park at North Street.

Clause 4.3 above was carried 10 votes to 2, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Patrick Handcock ONZM, Leonie Hapeta, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**Against:**

Councillors Renee Dingwall and Lorna Johnson.

Moved Leonie Hapeta, seconded Tangi Utikere.

4. That the Council, when finalising its 2020/21 Annual Budget, consider incorporating provision of \$50,000 to engage external consultants to carry out investigations and reporting for the Regional Sports Facilities Investment Decision Making Process, including assessment of the best location for a covered bowling green.

Clause 4.4 above was carried 10 votes to 2, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Patrick Handcock ONZM, Leonie Hapeta, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**Against:**

Councillors Renee Dingwall and Lorna Johnson.

Moved Leonie Hapeta, seconded Tangi Utikere.

5. That it be noted consultation on the future of the Summerhays Street site will be subject of a separate report to Planning and Strategy Committee.

Clause 4.5 above was carried 12 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Bruno

Petrenas, Aleisha Rutherford and Tangi Utikere.

## 5-20 **Deputation - Gravel and Tar Cycling Event**

Mr Steve Stannard (Race Director) made a deputation on the success of the last Gravel and Tar Cycling event held in January 2020. He highlighted the following points:

- The event was well attended by international cyclists, but not many national cyclists took part.
- Cyclist stayed in the Manawatū for a week.
- The event struggled to attract many women riders as there was no follow up event(s) for them to participate in.
- The event has a huge following by international audience and tv coverage generated a lot of exposure for the region.
- Struggled to get local buy in for the event.
- It is a massive effort for volunteers to organise and run.
- The event has huge potential to expand, however a proper governance arrangement needs to be put in place to co-ordinate the management of the event.

Moved Leonie Hapeta, seconded Tangi Utikere.

### The **COMMITTEE RESOLVED**

1. That the Play, Recreation & Sport Committee receive the deputation for information.

Clause 5-20 above was carried 12 votes to 0, the voting being as follows:

#### **For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

## 6-20 **Officer report on Council's level of support to the Gravel & Tar UCI Cycling Event held January 2020**

Memorandum, presented by Tasha Paladin, Head of Events & Partnerships.

Moved Tangi Utikere, seconded Brent Barrett.

### The **COMMITTEE RESOLVED**



1. That the memorandum titled "Officer report on Council's level of support to the Gravel & Tar UCI Cycling Event held January 2020" and dated 18 March 2020 be received for information.

Councillor Susan Baty left the meeting at 2.13pm.

Clause 6-20 above was carried 11 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Leonie Hapeta, Brent Barrett, Zulfiqar Butt, Vaughan Dennison, Renee Dingwall, Patrick Handcock ONZM, Lorna Johnson, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**7-20**

**Progress report: Sport Manawatū - Six month report (1 July to 30 December 2019) to Palmerston North City Council**

Memorandum, presented by Julie Macdonald, Strategy & Policy Manager.

Brad Cassidy and Tania Garrett from Sport Manawatū made a presentation. They made the following comments:

- Instead of an all-city approach, Sports Manawatū have conducted an in-depth analysis of the physical activity levels and needs of the residents living in Roslyn. To assess where the physical activity gaps are, and what the community values in terms of physical activity.
- The Women and Girls festival was held in October 2019 to encourage women and girls to get involved in sports and active recreation. It was based on the national Women and Girls strategy. As part of this festival, Sport Manawatū ran 20 "Have a go" activities across the city. More resources are to be allocated to make the festival an annual event.
- Co-ordinated the NZTA Bike Ready programme in schools which encourages children to cycle, and to change behaviours and attitudes towards cycling.
- Co-ordinated the Council funded Bikes in Schools programme in 6 schools in the city. The programme aims to encourage children to cycle by teaching them the necessary skills and by providing sufficient bike and helmets so that everyone can participate.

For the next progress report Councillors asked Sports Manawatu to:

- Emphasis how and where the Council's money is spent.
- Show the number of people participating in events for the kiwi sports fund and the active community fund.

Councillor Susan Batty entered the meeting again at 2.33pm.

Moved Aleisha Rutherford, seconded Zulfiqar Butt.

**The COMMITTEE RESOLVED**

1. That the memorandum entitled 'Progress report: Sport Manawatū - Six month report (1 July to 30 December 2019) to Palmerston North City

Council' and dated 18 March 2020 be received.

Clause 7-20 above was carried 12 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

The meeting adjourned at 2.55pm.

The meeting resumed at 3.10pm.

**8-20**

**Draft Play Policy 2020 (Play Palmy, Play!) for consultation**

Memorandum, presented by Julie Macdonald - Strategy & Policy Manager.

Moved Leonie Hapeta, seconded Tangi Utikere.

The **COMMITTEE RECOMMENDS**

1. That the Draft Play Policy 2020 (Play Palmy, Play!) (attachment 1 of the memorandum titled 'Draft Play Policy for consultation' dated 18 March 2020) is received and adopted for consultation.
2. That the Chairperson and Deputy Chairperson of the Play, Recreation and Sport Committee be given delegated authority to approve minor amendments to the Draft Play Policy 2020 (Play Palmy, Play!) prior to consultation.

Clause 8-20 above was carried 12 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**9-20**

**Free Swimming for Children Under Five Years Old - Update on the 2019/2020 Annual Plan Programme**

Memorandum, presented by Kathy Dever -Tod, Manager Parks and Reserves.

Moved Leonie Hapeta, seconded Aleisha Rutherford.

The **COMMITTEE RESOLVED**

1. That the report dated 18 March 2020 and titled 'Free Swimming for Children Under Five Years Old – Update on the 2019/2020 Annual Plan Programme', be received.
2. That the Council notes that expenditure in 2019/2020 for the free swimming for children under five years old is forecast to exceed the budget provision by \$93,556

Clause 9-20 above was carried 12 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Vaughan Dennison, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**10-20 Manawatu River Framework: Progress Report**

Memorandum, presented by Kathy Dever-Tod, Manager Parks and Reserves.

Councillor Vaughan Dennison left the meeting at 3.40pm.

Moved Leonie Hapeta, seconded Zulfiqar Butt.

**The COMMITTEE RESOLVED**

1. That Council receives the Manawatū River Framework report for information.

Clause 10-20 above was carried 11 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Zulfiqar Butt, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**11-20 Committee Work Schedule**

Moved Leonie Hapeta, seconded Tangi Utikere.

**The COMMITTEE RESOLVED**

1. That the Play, Recreation & Sport Committee receive its Work Schedule dated March 2020.

Clause 11-20 above was carried 11 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Leonie Hapeta, Brent Barrett, Susan Baty, Zulfiqar Butt, Renee Dingwall, Patrick Handcock ONZM, Lorna Johnson, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

The meeting finished at 3.45pm.

Confirmed 17 June 2020

**Chairperson**



## REPORT

**TO:** Play, Recreation & Sport Committee

**MEETING DATE:** 17 June 2020

**TITLE:** Victoria Esplanade Park Road entrance and Cook Street/Park Road Intersection options

**PRESENTED BY:** Kathy Dever-Tod - Manager Parks and Reserves

**APPROVED BY:** Tom Williams, Chief Infrastructure Officer

---

### RECOMMENDATIONS: THAT THE COMMITTEE

1. Receive the report entitled "Victoria Esplanade Park Road entrance and Cook Street/Park Road intersection options, dated 17 June 2020".
2. Recommend that Council approve Scenario A for the controlled intersection upgrade of Cook Street and Park Road, which includes a traffic signal upgrade and closing the access from Nathan Place to Park Road on a temporary basis to assess the impacts, before a decision is made to proceed with the permanent closure.
3. Recommend that Council approve Option One for the Park Road entrance reconfiguration to the Victoria Esplanade, which includes a replacement car park, as detailed in this report.
4. Recommend that the Council note that Victoria Esplanade Park Road entrance and Cook Street/Park Road intersection projects will be tendered together to try and obtain cost savings for both projects, to remain with the current budget provision.
5. Recommend that the Council note that the results of the tender will be reported to the Finance and Audit Committee.



### SUMMARY OF OPTIONS ANALYSIS FOR

<b>Problem or Opportunity</b>	<p>Programmes 324 Park Road/Cook Street Intersection Upgrade, \$630,000, and 1081 Victoria Esplanade Park Road Entrance and Parking Reconfiguration, \$746,000, are planned to be completed in 2020/2021.</p> <p>This report presents the options for the implementation of these two capital programmes and recommended options.</p>
<b>Cook Street/Park Road Intersection upgrade options</b>	
<b>SCENARIO A:</b>	<b>Traffic signal upgrade to intersection of Cook Street and Park Road with Nathan Place access to Park Road removed</b>
Community Views	Stakeholders that commented on the intersection supported the closure of Nathan Place's access to Park Road.
Benefits	Improved intersection safety.
Risks	Resident frustration with small increases in travel time for some vehicle movements.
Financial	Implementation is expected to be completed on budget.
<b>SCENARIO B:</b>	<b>Traffic signal upgrade to intersection of Cook Street and Park Road with the Nathan Place access to Park Road retained</b>
Community Views	Stakeholders that commented on the intersection supported the closure of Nathan Place's access to Park Road.
Benefits	No change for residents of Nathan Place.
Risks	Higher risk of accidents at the intersection.
Financial	Small cost saving compared to Scenario A.
<b>Victoria Esplanade Entry reconfiguration options.</b>	
<b>OPTION 1:</b>	<b>Park entry with replacement permanent car parks</b>
Community Views	The consensus of the stakeholders engaged with was a preference for adding more permanent all-weather hard stand car parking, as supported by Option One.
Benefits	The entrance is enhanced, car parking replaced with a small increase in permanent carpark numbers
Risks	There is a risk Option One will be \$70,000 over budget as contingencies are required.

Financial	Likely to be over budget.
<b>OPTION 2:</b>	<b>Higher quality park entry with 19 fewer all-weather carparks</b>
Community Views	The consensus of the stakeholders engaged with was a preference for adding more permanent all-weather hard stand car parking. Option Two reduces the all-weather hard stand car parking numbers.
Benefits	Option Two fulfils the Development Requirements of the Victoria Esplanade Masterplan better than Option One.
Risks	Option Two replaces the permanent car parks lost for the new entrance with fair weather grass overflow carparks. There is a risk this will add to short term car parking congestion around sportsfield and Lido use.
Financial	Option two carries some risk that it will go over budget, to a lesser extent that Option One.

## **RATIONALE FOR THE RECOMMENDATIONS**

### **1. OVERVIEW OF THE PROBLEM OR OPPORTUNITY**

- 1.1 The intersection of Park Road and Cook Street, including the associated entrances to the Victoria Esplanade and car parking associated with the Lido Aquatic Centre, are due to be upgraded in 2020/2021.
- 1.2 The intersection has long been considered a difficult one with an awkward layout, strong anecdotal evidence of numerous near miss accidents, and a crash history showing six accidents from 2010 to 2019.
- 1.3 Long Term Plan programmes 324 Park Road/Cook Street Intersection Upgrade, \$630,000, and 1081 Victoria Esplanade Park Road Entrance and parking Reconfiguration, \$746,000, make provision to address these issues.
- 1.4 A Council workshop was held on 12 February 2020 to update Councillors on progress and understand the appetite for a revision of the programme budget. General Councillor feedback was that options should be presented that are on budget.
- 1.5 This report presents developed design options for configuration of a new entrance and seeks Council direction on the preferred option before progressing to detailed design.

### **2. BACKGROUND AND PREVIOUS COUNCIL DECISIONS**

- 2.1 Council has been progressively upgrading intersections on Cook Street for the last ten years to address minor traffic safety issues and flow.

- 2.2 The intersection of Park Road and Cook Street (the intersection) is the last intersection on Cook Street scheduled for improvement.
- 2.3 The intersection, including the entrances to the Victoria Esplanade and parking adjacent to the Lido Aquatic Centre, has an awkward layout and is difficult for pedestrian and cyclists to negotiate. There is considerable anecdotal evidence of accident near misses, and there have been six crashes recorded at this location in the last 10 years.
- 2.4 The upgrade of the intersection has been included in Council plans since 2008 and is due for construction in 2020/2021.
- 2.5 The Victoria Esplanade Masterplan was approved by Council in 2018. The Main Park Entry (Park Road) is identified as a character area with a set of strategies and development requirements. The Main Park entry sections of the Victoria Esplanade Master Plan are attached as Appendix One.

### **3. DESCRIPTION AND ANALYSIS OF OPTIONS – COOK STREET AND PARK ROAD INTERSECTION UPGRADE**

- 3.1 Signals will provide a safe intersection treatment for all road users - pedestrians cyclists and vehicular. Roundabouts generally do not provide great safety improvements for people walking and cycling, particularly when freight and considerable vehicle volumes need to be considered.
- 3.2 The intersection upgrade to signals (or a roundabout) is likely to cause queuing from the intersection. One thing to consider is whether access into Nathan Place from Park Road is retained. The existence of this intersection creates additional, and potentially unnecessary conflict points between vehicle movements on Park Road, which is worsened by high traffic volumes and close proximity to Cook Street.
- 3.3 The closure of Nathan Place from Park Road will avoid queues extending back from Nathan Place and into the intersection of Cook Street, particularly when queuing is also forming from the Cook Street signalised intersection. If queuing was to back up in to Cook Street, then the intersection could be blocked causing localised congestion, undesirable behaviours and potential road safety issues.
- 3.4 The options for the intersection are described as “Scenario’s A and B” In order to minimise confusion between the intersection and park entry options.

#### Scenario A: Traffic signal upgrade to intersection of Cook Street and Park Road with Nathan Place access to Park Road removed

- 3.5 Under Scenario A Nathan Place’s connection to Park Road is proposed to be closed. This will:

- Address the safety and congestion concerns with potential queuing into the intersection.
- Reduce the number of potential conflicting traffic manoeuvres in the area, simplifying the complexity of the intersection.
- Improve pedestrian connectivity and safety. Pedestrians on the north side of Park Road can have a continuous path which can link to the new traffic signals. There would be one less road for them to cross.

3.6 A comparable closure of Mansford Place's connection to College Street is illustrated in Figure One.



*Figure One: Cook Street / College Street Intersection in 2003 and in 2020*

- 3.7 A bicycle slip lane would be retained so that cyclists wishing to head north on Cook Street can bypass the traffic lights, as shown in Figure Two.
- 3.8 The impact caused by the closure, will require some residents to undertake minor detours via Savage Crescent. However this impact is considered to be a very minor



inconvenience as there are several reasonable options for residents to access the wider transport network.



*Figure Two: Bicycle slip lane*

Scenario B: Traffic signal upgrade to intersection of Cook Street and Park Road with the Nathan Place access to Park Road retained

- 3.9 Under Scenario Two the Nathan Place access to Park Road would be left as is and the intersection monitored with changes in the future if issues arose.

Preferred scenario

- 3.10 The closure of Nathan Place access to Park Road simplifies the number of manoeuvres at the intersection and reduces the potential for congestion in the intersection. It reduces risk of accidents and issues, when compared to scenario two.
- 3.11 The closure could be completed on a trial basis using planter boxes, or something similar, to ensure that the expected benefits are realised, before committing to a permanent change to the intersection.
- 3.12 Council's Senior Transportation Engineer recommends Scenario A, with a trial of the closure of one entrance to Nathan Place, using a temporary solution, before a more permanent closure is put in place.

#### 4. DESCRIPTION OF OPTIONS – VICTORIA ESPLANADE ENTRY RECONFIGURATION

- 4.1 An overall long-term entrance masterplan was developed in maximise the improvements that could be made to meet the Victoria Esplanade Masterplan - Main Park Entry Development Requirements.
- 4.2 The plan for the Park entry was broken up into separable portions, and each portion was then costed. Options represent different combinations of the various portions, whilst also considering the programme budget of \$746,000.
- 4.3 The plan, options, and visual representations of the options are presented in Appendix Two.

##### Option One: Park entry with replacement permanent car parks

- 4.4 Option One responds to the community engagement where the preference of stakeholders overall was for an increase in the permanent hardstand carparking.
- 4.5 It includes:
- A new entrance, with gateway feature space to one side with a lower quality vehicular entry experience.
  - Transforming and repurposing the existing vehicle entrance into a pedestrian and cycling entrance, and a gathering space for people to enjoy the avenue of cherries, when it is in blossom, away from vehicular traffic.
  - Removal of 19 existing carparks to ensure the safety of the intersection. A new carpark (marked D on the plans in Appendix Two), which contains 24 permanent hard surface car parks. This results in a net increase of 5 hardstand carparks within the park. A fair-weather overflow car park in the order of 20 parks proposed to function similarly to the grassed area to the West of the main Lido entrance but with opening and closing hours.
  - Removal of two trees for the new entrance to connect to the existing Esplanade Drive.

##### Option Two: Higher quality park entry with 19 fewer all-weather carparks

- 4.6 Option Two responds to the Victoria Esplanade Masterplan Development Requirements for the Main Park Entry in stronger way.
- 4.7 It includes:

- A new entrance, with significant gateway feature space either side and a higher quality vehicle entry experience than Option One (Area A).
- Relocation of the Lido John Boulton Pool service access to increase the safety and aesthetics of the intersection/entry (Area C).
- Transforming and repurposing the existing entrance to a gathering space and place for people to enjoy the avenue of cherries, when it is in blossom, away from vehicular traffic (Area B).
- Removal of 19 existing permanent hardstand carparks to ensure the safety of the intersection (Area A). A fair-weather grass overflow car park of up to 53 spaces, proposed to function similarly to the grassed area to the West of the main Lido entrance but with opening and closing hours.
- Removal of two trees for the new entrance to connect to the existing drive.

#### Option Three: Park entry with replacement car park and Scenic Railway/River Entrance carpark reconfiguration

4.8 Option Three is the same as Option One with the addition of reconfiguring the southern Scenic Railway/River Entrance carpark (Area K) to:

- make traffic flow simpler,
- support the new river entrance beside the Esplanade Scenic Railway, part of programme 752 Manawatu River Framework Implementation, and
- improve the look and feel of the car park by adding grass berms.
- Removal of an additional 3 trees, two of which are in poor health and likely to require removal in the next 1 – 5 years.

#### Option Four: Higher quality park entry, 19 fewer carparks, and Scenic Railway/River Entrance carpark reconfiguration

4.9 Option Four is the same as Option Two with the addition of reconfiguring the southern Scenic Railway/River Entrance carpark (Area K) to:

- make traffic flow simpler,
- support the new river entrance beside the Esplanade Scenic Railway, part of programme 752 Manawatu River Framework Implementation, and
- improve the look and feel of the car park by adding grass berms.

- Removal of an additional 3 trees, two of which are in poor health and likely to require removal in the next 1 – 5 years.

## 5. ANALYSIS OF OPTIONS – VICTORIA ESPLANADE ENTRY RECONFIGURATION

5.1 The four options have been analysed against three criteria:

- Strategic Fit
- Stakeholder feedback
- Cost

### 5.2 Strategic Fit - Development Requirements of the Victoria Esplanade Masterplan

5.3 The options were assessed against the Development Requirements of the Victoria Esplanade Masterplans. Involved in the assessment were:

- Senior Parks Planner Aaron Phillips, Project Manager
- Senior Planner Jeff Baker - lead on the Victoria Esplanade Masterplan development,
- Urban Designer, Dave Charnley
- Landscape Architect, Dan Males - Consultant engaged to develop the options.

5.4 The assessment results are presented in Table One. Options Two and Four, which include the stronger entrance experience by shifting the Lido service access and greater provision for an entrance feature, than Options One and Three, which provide additional hardstand carpark, but less entrance enhancement.

Development Requirements	Option One	Option Two	Option Three	Option Four	Notes
<b>Improve Accessibility</b>	3	3	4	4	Improved connections into park, vehicle/ pedestrian conflicts removed. Options 3 & 4 provide better connections around toilets and ESR carpark.
<b>Strengthen Entry</b>	3	4	3	4	All options provide better connections & reduce vehicle conflicts & a gateway feature. Options 2 & 4 provide extra \$50k for gateway feature and it can be either/both sides of the vehicle entrance.
<b>Enhance Cherry Avenue</b>	4	4	4	4	Pedestrian access through main gates and between cherry avenue.
<b>Increase Pedestrian Safety</b>	3	3	4	4	Improved connections into park / and vehicle/ pedestrian conflicts removed. Options 3 and 4 also provide better connections around toilets and ESR

PALMERSTON NORTH CITY COUNCIL

					carpark.
Enhance Pedestrian Connections	3	3	4	4	Improved connections into park / and vehicle / ped. conflicts removed. Options 3 and 4 provide better connections around toilets and ESR carpark.
Improve Parking Opportunities	3	2	3	2	Option 1 & 3 provide more hardstand parking while 2 and 4 provide seasonal spaces on grass.
Cater for Bicycles	3	3	3	3	Improved connections into park / and vehicle / cycle conflicts reduced.
Improve Train Connection & Safety	3	3	4	4	Improved connections into park / and vehicle / pedestrian conflicts removed. Options 3 & 4 also provide better connections around toilets and ESR carpark.
Improve River Connection	2	2	3	3	Option 1 & 2 do not focus on ESR carpark or links to river, option 3 & 4 tie in with the river access project
Enhance Visual Connections	3	4	3	4	All options provide better connections, reduce vehicle conflicts and a gateway feature. Options 2 & 4 have an extra \$50k for gateway feature and options to be either/both sides of the vehicle entrance.
Install Gateway Artwork	3	4	3	4	All options have a gateway feature. Options 2 & 4 have an extra \$50k for gateway feature and options it can be on either/both sides of vehicle entrance.
Provide Quality Toilet Facilities	2	2	3	3	Option 1 & 2 do not focus on ESR carpark and area, option 3 & 4 tie in with the river access project
Iwi Expression	3	4	3	4	Option 1 & 3 provide \$50k for gateway feature. Options 2 & 4 provide \$100k and options for to be either/both sides of the vehicle entrance.
<b>TOTAL</b>	<b>38</b>	<b>41</b>	<b>44</b>	<b>47</b>	

Rating Scale

5	Completely support/exceeds requirement
4	Supports key aspects of requirement
3	Partially supports requirement
2	Minimal support of requirement
1	Fails to support and/or undermines requirement

Table One: Option Assessment vs Victoria Esplanade Masterplan Development Requirements

- 5.5 All four options align with the direction set in the Victoria Esplanade Masterplan.
- 5.6 Option Four scores the highest of the four options considered. It provides a stronger entry to the park, better visual connection, gateway artwork/iwi expression.
- 5.7 Strategic Fit –

- 5.8 There is no overall development plan for the Ongley/ Manawaroa/Lido Recreation hub, against which the options can be directly assessed, however the current usage of this area is well understood.
- 5.9 The new entry will improve sight lines and connections between Ongley Park and the Lido under all four options. The closed board wooden fence will be removed for all options, slow traffic speeds promoted and the existing access to a gathering space among the cherry trees, will be redeveloped.
- 5.10 A shared path is being scoped along Park Road as part of the Urban Cycle Network Masterplan. This has been considered within the design of all options of the intersection and entry upgrade.
- 5.11 The current car parking area being altered by the upgrade is heavily used by Lido Aquatic Centre and Ongley Park users. Parking demand at the Lido Aquatics Centre has risen over time with pool use increasing by over 40,000 visits per year since 2008. The informal grass overflow carpark extension to the west of the main entry has been sealed and the summer months also sees the grass overflow area to the west of current carparking regularly used.
- 5.12 Ongley Park car parking demand is at its peak in the winter months, during rugby season on Saturdays. Use of the grass overflow parking areas would not be possible at this time of the year due to the ground conditions.
- 5.13 Option One retains and makes a small increase to the currently available all-weather car parking.
- 5.14 A reduction in the all-weather car parking availability, as proposed in Options Two and Four, would impact on the parking available for users of Lido and Ongley Park.
- 5.15 Stakeholder feedback on options:
- 5.16 Appendix Three contains full versions of the stakeholder feedback which is summarised below:
- Manawatu Cricket and Manawatu Rugby, users of the adjacent Ongley Park, advocated for increased permanent all-weather parking as part of the entrance upgrade.
  - CLM Lido Aquatic Centre Management prefer options One and Three which include the permanent sealed carparking addition and suggested some amendments for the detailed design stage to support the pool and their gym activities.
  - Esplanade Scenic Railway supported the traffic light installation and preferred Scenario A, closing off one leg of the Nathan Place. Preferred the permanent

sealed car park Option One and Three. Noted Council budget constraints and accepted that realignment of the carpark adjacent to their rail station (Area K) was a nice to have rather than a necessity.

- Holiday Park Operator preferred Option Two based on the additional car parks it provided. Subsequently the difference in the all-weather and grass overflow car parks was clarified with them. The Holiday Park Operator did not support reconfiguring and taking space from the Holiday Park area in order to improve sightlines and car parking in the future.
- Manawatu Chinese Association preferred Option Two based on the extra car parking it provided. Subsequently the difference in the all-weather and grass overflow car parks was clarified with them.

5.17 Overall the stakeholders preferred the options that supported the options that maximised the all-weather car parking.

5.18 Options budget and costs:

5.19 Programme 1082 allows \$746,000 in the 2020/21 Annual Budget (reduced from \$761,000 in the 10 Year Plan).

5.20 The combined cost of the separable portions of the Main Entry Masterplan is \$2.8 million, excluding improvements to the access into the Rose Gardens and new infrastructure within the Holiday Park to replace the space lost should the fence be relocated.

5.21 The estimated cost of each option is presented in Table Two.

Area	Description	Option One - parking	Option Two - Entrance amenity	Option Three - Parking plus Carpark K tidy	Option Four - Amenity plus Carpark K tidy
A	Entrance - vehicle	\$ 312,598	\$ 362,598	\$ 362,598	\$ 362,598
B	Entrance - ped/cycle	\$ 284,351	\$ 284,351	\$ 284,351	\$ 284,351
C	Entrance Amenity		\$ 113,127		\$ 113,127
D	Carpark	\$ 216,933		\$ 216,933	
K2	Current carpark makeover - minimum			\$ 156,186	\$ 156,186
TOTAL		\$ 813,883	\$ 760,076	\$ 1,020,069	\$ 916,262
Budget		\$ 746,000	\$ 746,000	\$ 746,000	\$ 746,000
Deficit		-\$ 67,883	-\$ 14,076	-\$ 274,069	-\$ 170,262

*Table Two: Park Road entry and parking configuration costs*

- 5.22 Depending on the level of contingency allowance required, Options One and Three are on or close to budget, with Option Two most likely to be on budget.
- 5.23 Options Three and Four, that include tidying up the carpark at the Scenic Railway carpark/upgraded river entrance cannot be achieved within the current budget provision.
- 5.24 As a result of the COVID pandemic, there is a level of uncertainty associated with the cost estimates, which will only be resolved through the tender phase, given the high level of disruption in the construction market.
- 5.25 Fair-weather car park
- 5.26 The fair-weather grass parking area proposed would function like the grass area to the West of the main Lido entrance and car park, which is occupied in the busy summer seasons when demand arises.
- 5.27 The space would be managed in conjunction with opening and closing of the Victoria Esplanade and be defined by some low-cost measures that were easily relocated e.g. boulders or planter boxes. This could be trialled and adapted as required.



- 5.28 Victoria Esplanade's Coordinator, Manawatu Rugby and Lido management note that the fair-weather parking area would have limited value in the winter when there is peak demand on the Ongley Park playing fields occurs. Based on their experiences in the area, they believe it would become muddy. No drainage or compaction testing has been carried out. The area is would need to be made available on a trial and error basis.
- 5.29 During the development of the report, after engaging with stakeholders on the final options, Council Officers noted that Option Two's fair-weather grass carparking area approach could also be partially applied to Option One, as per Figure One.



*Figure One: Option One with a fair-weather car park addition*

- 5.30 This would provide a smaller grass overflow area, off the end of the car all-weather carpark marked D.
- 5.31 Taking this approach, Options One and Two would provide the same overall car parking numbers. Option One providing 24 more all-weather hard stand car parks compared to Option Two.

## 6. CONCLUSION

- 6.1 The upgrade of the intersection and realignment of the new park entrance will make a positive difference to both the safety and function of the intersection, the accessibility for pedestrians and cyclists, and the experience of entering Palmerston Norths premier park, the Victoria Esplanade.
- 6.2 The intersection preference is to close the Nathan Place connection to Park Road. This can be done on a temporary and trial basis initially to test how it is functioning prior to any permanent change.
- 6.3 Option One for the Park Entry makes a stronger contribution to the permanent car parking environments though a small increase in the existing all-weather hard stand parking provision but delivers less value for the park entry experience. Option One carries a risk it will be over budget in the order of \$70,000.
- 6.4 Option Two delivers a higher quality entrance experience, meeting more of the aspirations of the Victoria Esplanade Masterplan Main Park Entry Development Requirements. It results in the loss of nineteen all-weather hard stand car parks. Option Two carries a risk it will be over budget in the order of \$15,000.
- 6.5 The Lido Aquatic Centre and Ongley Parks connections will be improved by both Options. Option One will retain carparking used by both those facilities while Option Two would reduce the level of service for car parking.
- 6.6 The stakeholders generally wish to see more all-weather hard stand car parking as part of the work and prefer Option One.
- 6.7 On balance, given the carparking serves both the Lido and Ongley Parks, it is recommended that Option One be progressed through to design and tender.

## 7. NEXT ACTIONS

- 7.1 Communicate Councils decision to the stakeholders.
- 7.2 Proceed to detailed design and tender.
- 7.3 Tender the Park Road and Cook Street intersection and Victoria Esplanade entrance reconfiguration programme at the same time to try and achieve cost efficiencies.
- 7.4 Evaluate the tender and if the tendered price exceeds the budget provision consider possible savings in cost to bring the works within budget.
- 7.5 Report to Finance and Audit Committee for award of tender.

## 8. OUTLINE OF COMMUNITY ENGAGEMENT PROCESS

### 8.1 September 2019

Pre-concept design meeting with:

- Scenic Railway Grant Taylor - President
- Manawatu Rugby – Nick Cooper Community Development Manager
- Manawatu Cricket Association – James Lovegrove Operations Manager
- Sport Manawatu Brad Cassidy – Active Communities Manager
- Senior Traffic Engineers Chris Lai – Roading and Active Transport
- Senior Planner Jeff Baker – lead on the Victoria Esplanade Masterplan
- Parks Planner Jason Pilkington - Project lead for the new River Entrance
- Senior Parks Planner Aaron Phillips – Project lead

Lido Aquatic Centre - Lynden Noakes, Lido Manager, was unable the group meeting attend and a separate meeting with Lynden was held.

Triathlon Manawatu - Andy Martin, was phoned to discuss triathlon needs alongside information provided by Sport Manawatu and Lido Aquatic Centre.

### 8.2 December 2019

Preliminary concepts were presented to the Victoria Esplanade User Group and feedback received.

### 8.3 May 2020

Options were emailed to Victoria Esplanade User Group requesting feedback.

Phone calls were made to each of the Scenic Railway, Holiday Park, Lido Aquatic Centre, and Esplanade Café operator requesting key stakeholder feedback on the final options as included in this report.




Manawatu Rugby and Manawatu Cricket were emailed to confirm their feedback remains the same as understood from September 2019.

## COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide?	<b>No</b>
Are the decisions significant?	<b>No</b>
If they are significant do they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>

Does this decision require consultation through the Special Consultative procedure?		<b>No</b>
Is there funding in the current Annual Plan for these actions?		<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?		<b>No</b>
Option Two fulfils the Development Requirements of the Victoria Esplanade Man Park Entry Developments requirements.		
The recommendations contribute to Goal 1: An Innovative and Growing City and Goal 2: A Creative and Exciting City.		
The recommendations contribute to the outcomes of the City Development Strategy and Creative and Liveable Strategy.		
The recommendations contribute to the achievement of action/actions in the Strategic Transport Plan and the Active Community Plan		
The actions are:		
Undertake remedial work in areas with high crash or safety concerns taking into consideration context sensitive design.		
Implement new projects from approved Master Plans, Reserve Management Plans and Development Plans and Asset Management Plan		
Contribution to strategic direction and to social, economic, environmental and cultural well-being	<p>The intersection upgrade to traffic lights increases the ease of pedestrian and cyclists movements supporting active transport and recreation.</p> <p>The intersection upgrade will improve safety of the intersection.</p> <p>The park entrance improvements will create a better park entrance presence, provide a gathering space taking advantage of the cherry trees and improve connectivity to the Manawatu River and Victoria Esplanade.</p>	

### ATTACHMENTS

1. Victoria Esplanade Masterplan Main Park Entry [↓](#) 
2. Park Entry Masterplan, options and visualisations [↓](#) 
3. Park Entry Options Stakeholder feedback [↓](#) 

## Appendix One: Victoria Esplanade Masterplan – Main Park Entry

### Strategy and Development Requirements



### Strategy

Whilst the future focus of Main Park Entry is to be a gateway and ultimately a large car park, it is important that these functional activities do not detract from the aesthetics of this area of the park. The values strategy for this area is to create a sense of arrival that typifies what people will experience once they step out of the car and enter the park.

#### Cherry Avenue

The avenue of cherries extending from Park Road is perhaps one of the most well known botanical features of the park. People come from all over the city to admire the trees, especially when in blossom. Main Park Entry needs to be the showcase of seasonal - where people arriving to the park feel the immediate transition from the urban surroundings into the park setting.

#### Park and Walk

There is already extensive parking in this area of the park, much of which is under utilised, and there is space for even more. Largely this results from a perceived lack of pedestrian connectivity to other areas of the park - particularly Park Central. Ideally, through changes to circulation throughout the park, this area could become the key place to leave the car and walk.

#### Park and Ride

The new ESR railway station is the key hub for the railway, and the station dominates this area of the park. The train is also destined to become a key transportation mode through the park - ferrying people from Main Park Entry to Park Central (to engage in the activity centres there) or to the Playground. This area of the park needs to celebrate the close connection of the ESR with Victoria Esplanade.





## Development Requirements

### Improve Accessibility

Ensure that all pedestrian areas can be easily accessed by users of all abilities, including wheelchairs, mobility scooters, prams, pushchairs and the elderly.

### Strengthen Entry

Enhance opportunities for pedestrian and vehicle access into the park off Park Road. Realign Victoria Esplanade Drive with Cook Street to provide for safer vehicle entry and enhanced sightlines into the park.

### Enhance Cherry Avenue

Strengthen the prominence of the cherry avenue, considering opportunities for improved amenity and experience of the cherry avenue. Consider how to balance the use of the avenue as the main vehicle entry with the desire for people to photograph and enjoy it.

### Increase Pedestrian Safety

Reduce conflicts between vehicles and pedestrians, and take measures to improve pedestrian safety, particularly around the ESR station, car parks and entry into the park.

### Enhance Pedestrian Connections

Seek to strengthen physical and visual links to other areas of the park, especially to Dugald MacKenzie Rose Gardens and Native Forest. Also improve pedestrian connectivity within the area.

### Improve Parking Opportunities

Enhance opportunities for parking in close proximity to the ESR station and consider opportunities for increased parking capacity that can cater for coach and overflow parking. Consider the impacts of Ongley Park on the overall parking capacity.

### Cater for Bicycles

Allow for different user access through Main Park Entry including access for commuter cyclists to He Ara Kōtahi bridge. Mitigate any potential conflicts between other users in the area (such as pedestrians and vehicles), particularly around the ESR station.

### Improve ESR Train Connectivity & Safety

Promote the use of the ESR station for access into the rest of the park encouraging a park and ride approach, as well as improving train safety for all users of the park.

### Improve Connection to the River

Consider how to enhance the visual and physical connections between this area of the park and the river.

### Enhance Visual Connections

Ensure key axis is enhanced through focal points to help strengthen visual connections, particularly the key entry axis into the park.

### Install Gateway Artwork

Work with iwi to develop an appropriate entry feature that also respects the Victorian Heritage of the park.

### Provide Quality Toilet Facilities

Ensure that there are enough toilets to meet user demand, that they are easily accessible from the ESR station, and are safe and clean.

### Iwi Expression

Consider opportunities for iwi expression.





## Victoria Esplanade **Park Entrance**

Issued: 13th May 2020    Revision: L

# Concept Design

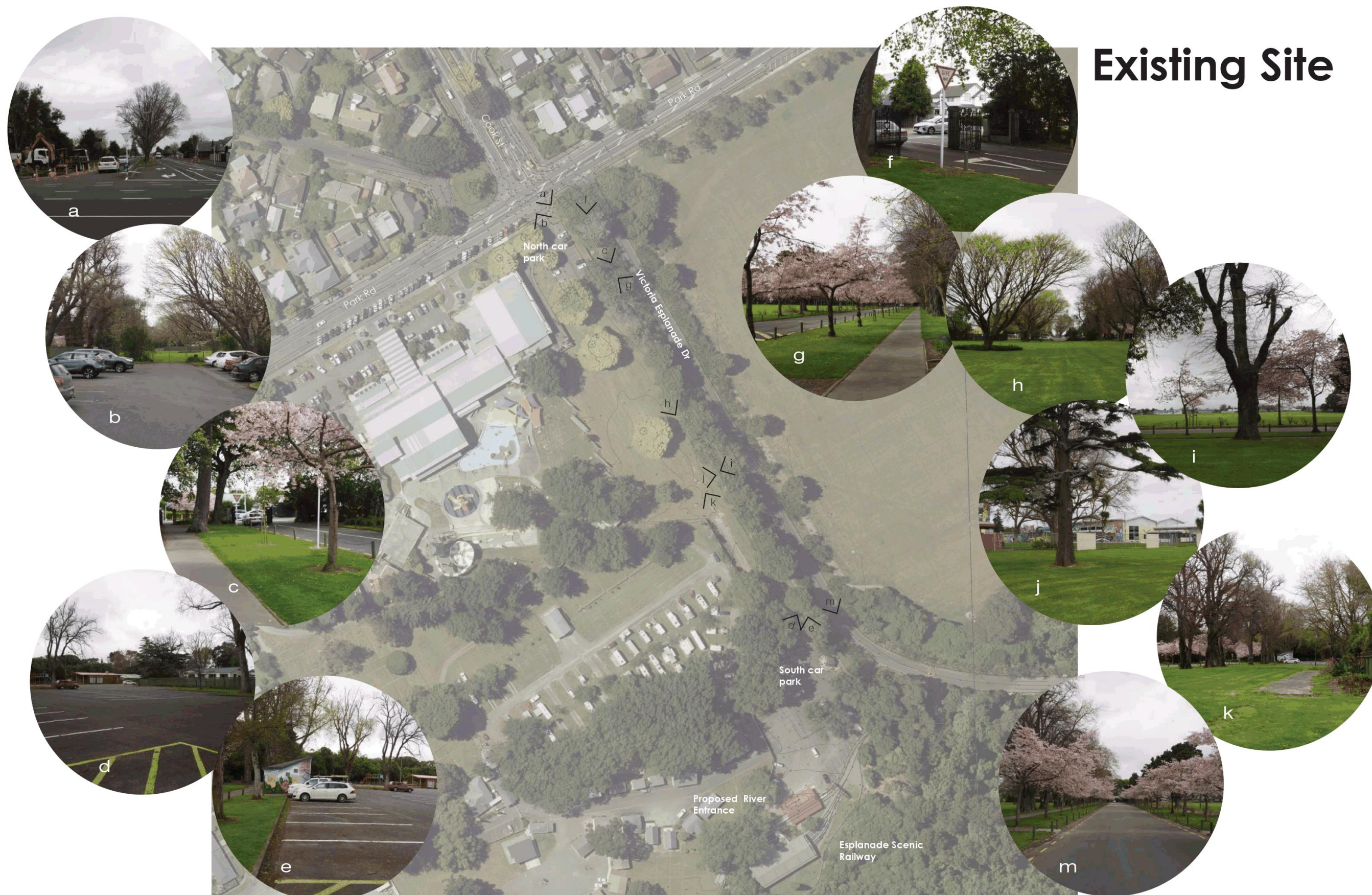
Victoria Esplanade **Park Entrance**

**Local** Landscape Architecture Collective **25/05/20**





# Existing Site



Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20







Victoria Esplanade **Park Entrance**

## Existing Parking

### Car parking

#### Existing:

- 19 Spaces - North car park
- 66 Spaces - South car park (excluding area associated with river entrance proposals)
- 13 Spaces - potentially affected by river entrance proposals

**98 Total**

Local Landscape Architecture Collective 25/05/20





## Precedent ideas



Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20





# Long Term Masterplan



Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20







# Long Term Masterplan

## Movement

- ←---→ Key vehicle access
- ←---→ Key cycle access
- ◆◆◆◆◆ Key pedestrian access

Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20







Victoria Esplanade **Park Entrance**

# Long Term Masterplan

## Car parking

- 87 spaces - Central car park
- 71-75 spaces - South car park
- +7 Road side spaces
- 15 parallel spaces on Esplanade Drive

**184 Total proposed**

**98 Total Existing**

**86 Net gain**

Local Landscape Architecture Collective **25/05/20**







Victoria Esplanade **Park Entrance**

# Long Term Masterplan

## Cost Breakdown / Separable Portions

<b>A</b>	Total Value: \$362,600
<b>B</b>	Total Value: \$284,350
<b>C</b>	Total Value: \$113,130
<b>D</b>	Total Value: \$216,930
<b>E</b>	Total Value: \$338,420
<b>F</b>	Total Value: \$82,180 ( <b>90 degrees</b> ) Total Value: \$108,200 ( <b>Angled</b> )
<b>G1</b>	Total Value: \$82,180 ( <b>90 degrees</b> ) Total Value: \$108,200 ( <b>Angled</b> )
<b>H</b>	Total Value: \$188,940
<b>I</b>	Total Value: \$106,670
<b>J</b>	Total Value: \$149,010
<b>K</b>	Total Value: \$589,300 ( <b>full replacement</b> ) Total Value: \$156,190 ( <b>reconfigure and make good option</b> )
<b>L</b>	Total Value: \$117,940

Local Landscape Architecture Collective 25/05/20







Victoria Esplanade **Park Entrance**

## Delivery - Option 1

### Cost

**A** Total Value: \$312,600

**B** Total Value: \$284,350

**D** Total Value: \$216,930

**Total cost: \$813,880**

### Car parking

36 New spaces

19 Removed within area A

13 Potentially affected by river entrance proposals

**Total parking gain: 4 Spaces**

Local Landscape Architecture Collective 25/05/20







Victoria Esplanade **Park Entrance**

## Delivery - Option 2

### Cost

**A** Total Value: \$362,600

**B** Total Value: \$284,350

**C** Total Value: \$113,130

**Total cost: \$760,080**

### Car parking

12 New spaces (on asphalt)

53 Fair weather spaces (on grass)

19 Removed within area A

13 Potentially affected by river entrance proposals

**Total parking gain: 33 Spaces**

Local Landscape Architecture Collective 25/05/20







Victoria Esplanade **Park Entrance**

## Delivery - Option 3

### Cost

<b>A</b>	Total Value: \$362,600
<b>B</b>	Total Value: \$284,350
<b>D</b>	Total Value: \$216,930
<b>K</b>	Total Value: \$156,190 ( <b>reconfigure and make good option</b> )

**Total cost: \$1,020,070**

### Car parking

107 New spaces

19 Removed within area A

79 Removed from area K (including 13 Potentially affected by river entrance proposals)

**Total parking gain: 9 Spaces**

Local Landscape Architecture Collective 25/05/20







Victoria Esplanade **Park Entrance**

## Delivery - Option 4

### Costs

A	Total Value: \$362,600
B	Total Value: \$284,350
C	Total Value: \$113,130
K	Total Value: \$156,190 (reconfigure and make good option)

**Total cost: \$916,270**

### Car parking

83 New spaces (on asphalt)

53 Fair weather spaces (on grass)

19 Removed within area A

79 Removed from area K (including 13 Potentially affected by river entrance proposals)

**Total parking gain: 38 Spaces**

Local Landscape Architecture Collective 25/05/20







Road Entrance - Existing Scenario



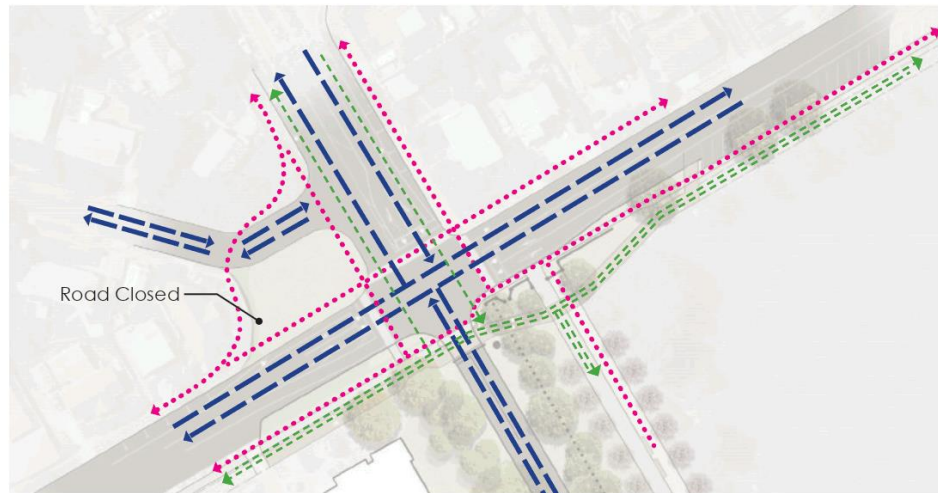
Movement - Existing Scenario

# Road Entrance

- ← - - - → Vehicle access
- ← - - - → Cycle access
- ← - - - → Pedestrian access



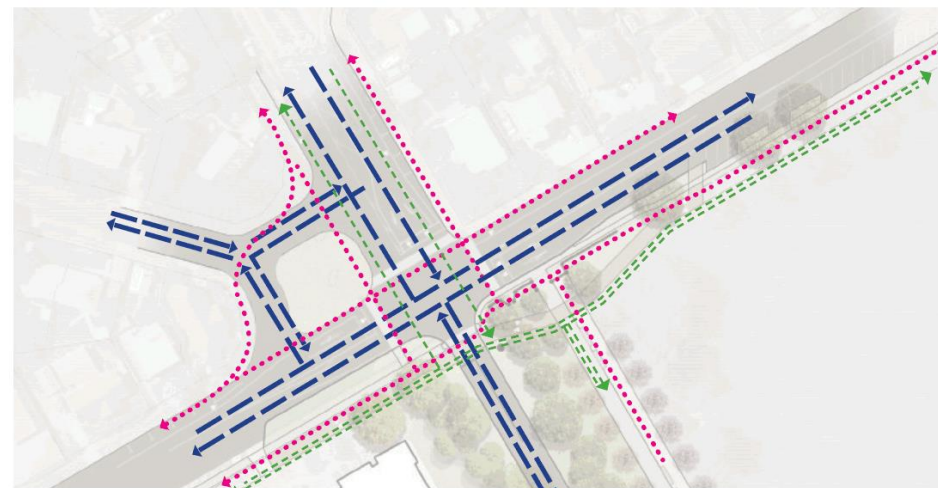
Road Entrance - Scenario A



Movement - Scenario A



Road Entrance - Scenario B



Movement - Scenario B

## Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20







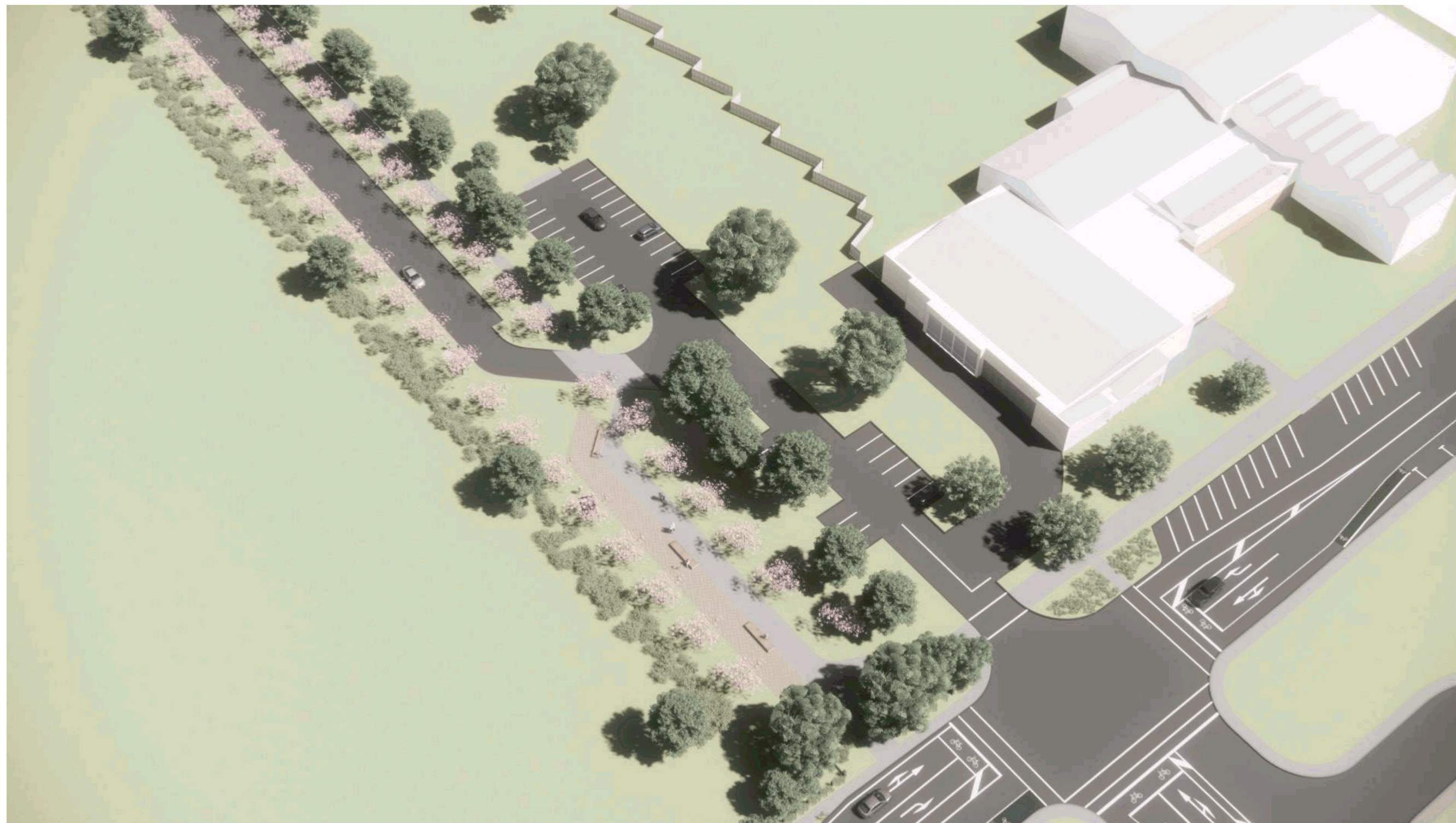
**All options**  
Areas A & B

Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20







## Options 1 & 3

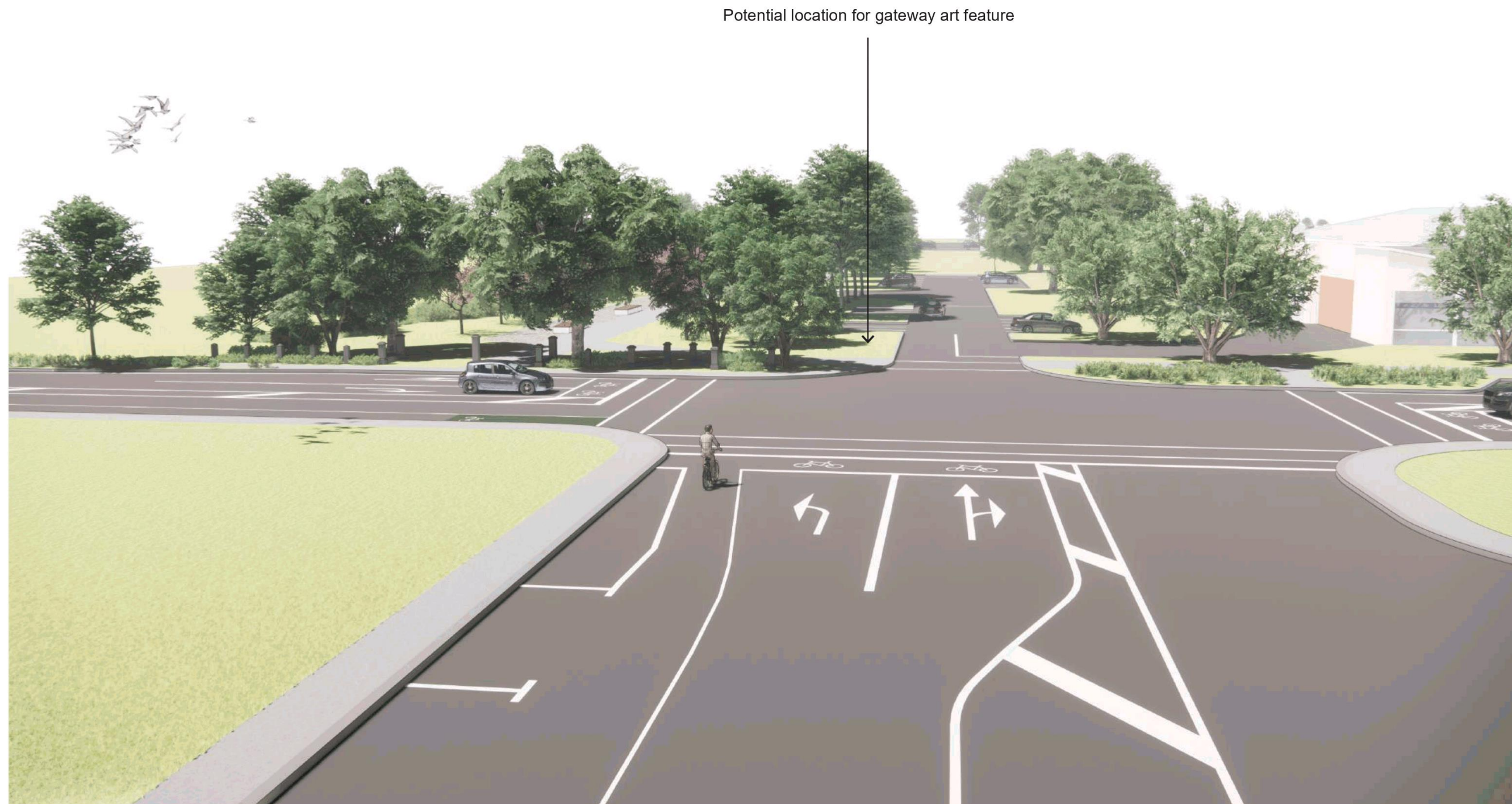
Overview

Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20







## Options 1 & 3

Areas A, B and C

Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20







Victoria Esplanade **Park Entrance**

**Options 1 & 3**  
Areas A, B, C and D

Local Landscape Architecture Collective 25/05/20







## Options 1 & 3

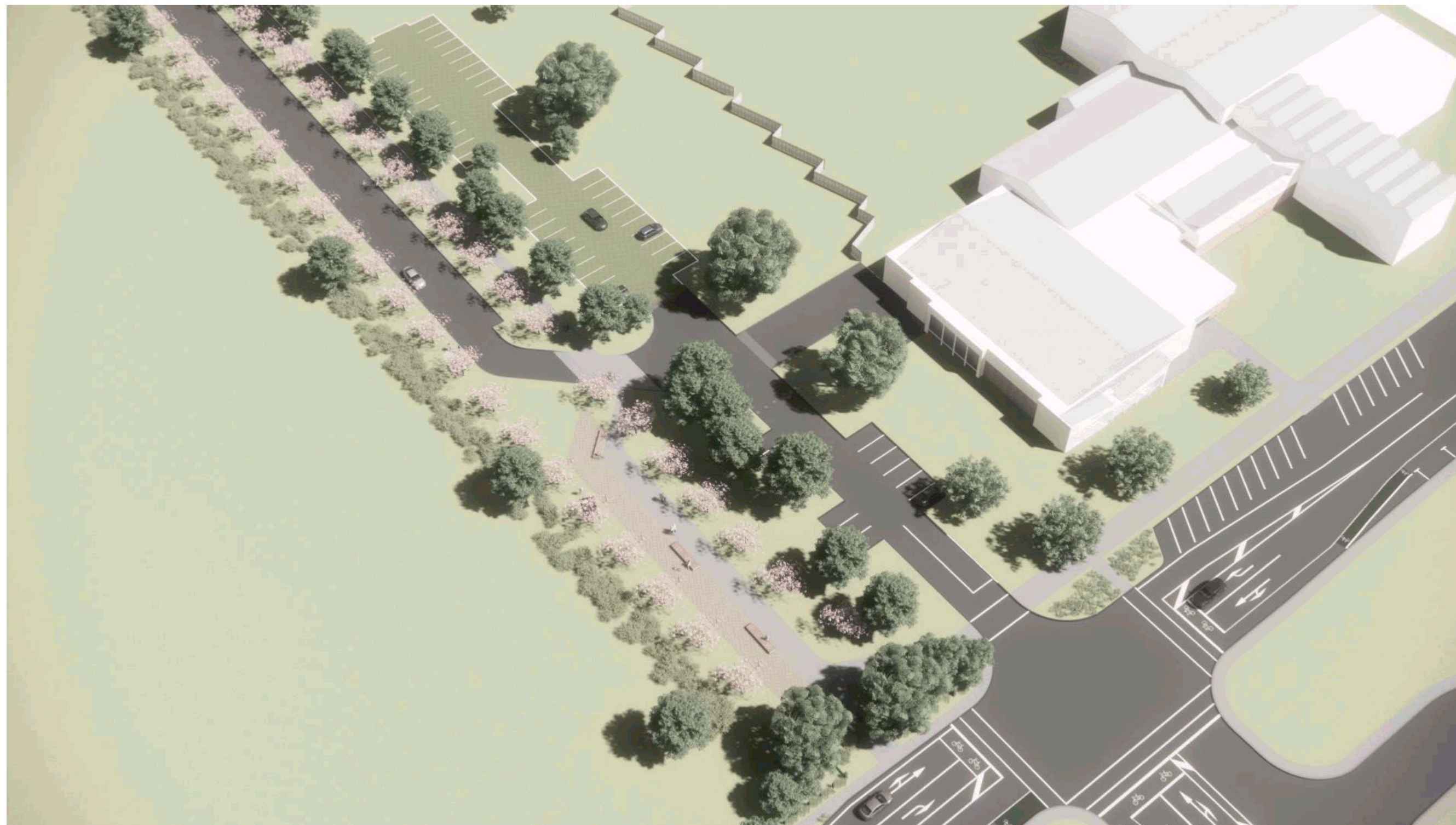
Areas A, B, C and D

Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20







## Options 2 & 4

Overview

Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20







## Options 2 & 4

Entrance

Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20







Victoria Esplanade **Park Entrance**

**Options 2 & 4**  
Areas A, B, C and D

**Local** Landscape Architecture Collective 25/05/20







## Options 2 & 4

Areas A, B, C and D

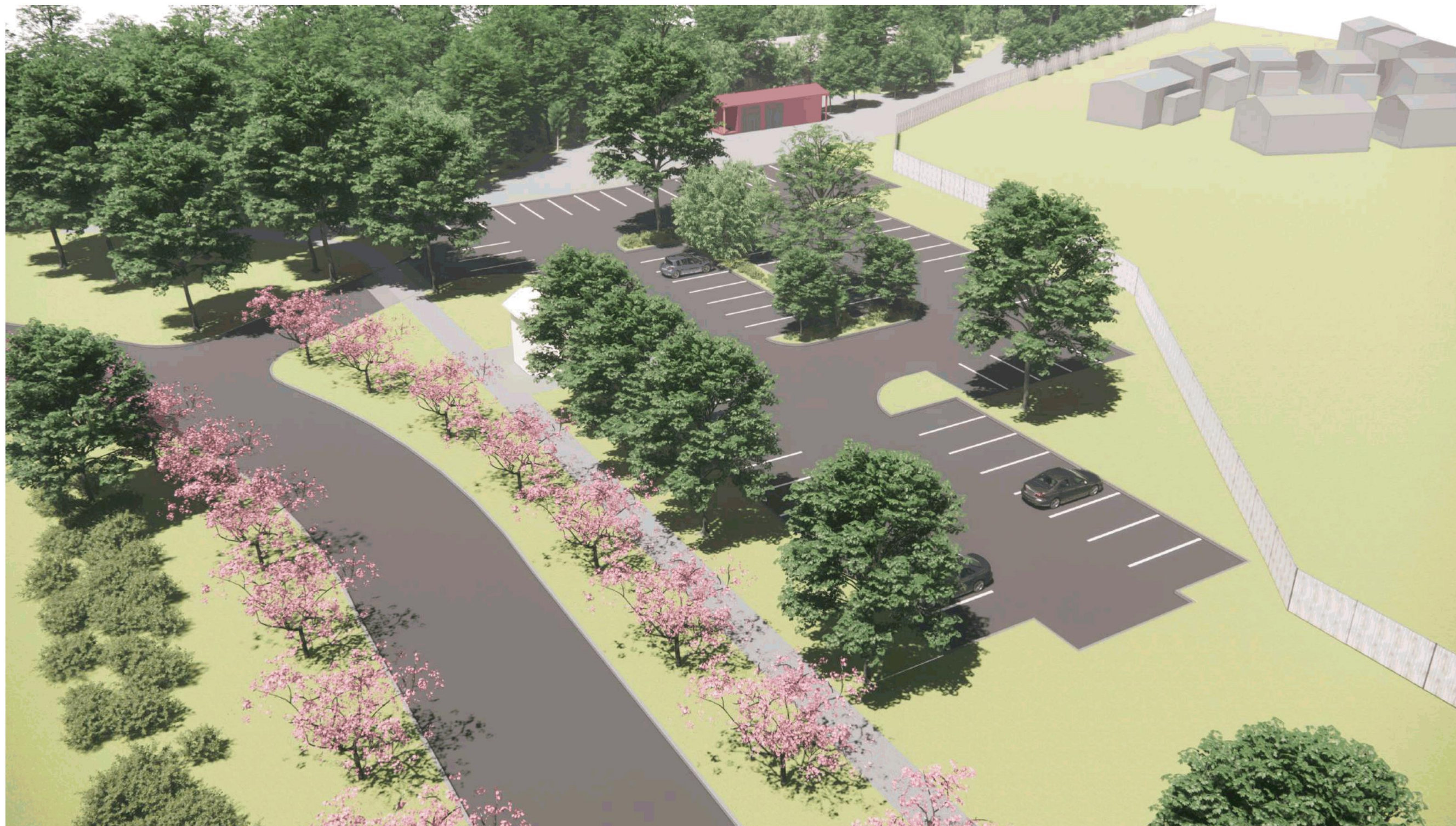
Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20









## Options 3 & 4

Area K

Victoria Esplanade **Park Entrance**

Local Landscape Architecture Collective 25/05/20





**Appendix Three:**  
**Main Park Entry Options**  
**Stakeholder Feedback**

---

**Manawatu Chinese Association - Allan Young**

13 May 2020

Hi Aaron,

I like option 2 as it gives flexibility and most number of car parks for money spent

And scenario B for intersection

Regards Allan

---

**Palmerston North Holiday Park Operator - Sue Davis-Lewis**

17 May 2020

Hello Aaron,

For the Short Term option we support Option 2, because it comes in on Budget and provides 33 more carparks. So it makes sense! This does not impact our business adversely, while still achieving the primary goal of re-siting the entrance to Victoria Esplanade.

We do not support the long term proposals.

Our concerns are as follows:

- We believe this would be a step away from the PNCC Sustainable Practices Plan that discourages individual cars in favour of walking, cycling, and public transport options. We suggest a Park and Ride system would be more suitable than the creation of more carparks, in order to align with this goal.

- The proposal will have an impact on our key infrastructure and amenities. This includes the stop bank, which would need relocation, possibly eating even further into the Holiday Park's useable area. Re-establishing water, power, all-weather pads, drainage for each affected site, which we can see is at least six of our current all-weather sites and another four powered sites (ie. at least 10 sites from the proposal), and the tar sealed ring road will be a significant cost to the Council.

- In order to address all of the above there would be significant disruption to our business for quite some time, and from what we can see, very little tangible gain for the Victoria Esplanade. Although we do not support the long term plan, if Council decided it would go ahead regardless we would insist upon provision of alternative all-weather sites with the power, water, drainage, roading and turn around areas in place before removal of existing sites. One of the reasons we say this is we have already lost part of the land we pay rent for through the re-siting of the entrance to the walkway by the mini-train, and do not want to keep having our land nibbled away at. Also, we know from experience that alterations take a lot longer than expected, and we need to minimise any further disruption to our business.



- This would have a serious impact on our business and consequently our ability to deliver current levels of rent to PNCC under the current lease. This would have a long term negative impact on both Council income from us and their productive asset. Surely a more financially viable option for the ratepayers of Palmerston North would be to take part of Ongley Park , as there would be no disruption to any existing business, no need to re-site existing services, and no disruption to the stop bank!

-There would be an impact on the service we provide under this long term proposal. We are a key part of Palmerston North's strategy as an event holder. With large events we are regularly fully booked with families, sports teams or school groups. This proposal would reduce the accommodation available, thereby causing us to turn some people who are part of the key events away when previously we have been able to accommodate them.

Thank you for the opportunity to provide you with this feedback, which we hope you will find both prudent and valuable.

Kind Regards,  
Sue, Sarah and Simon.

---

#### **Scenic Railway –Grant Taylor**

phone call 22 May 2020, 9 am

The Esplanade Scenic Railway met and discussed the options provided. The feedback from the Scenic Railway is:

- Traffic lights are supported at the intersection of Park Road and Cook St. There is with a preference for Scenario A - closing off one leg off from vehicle to reduce the complicated movements.
- Strongly support kinking the entrance back to the existing drive. It would slow traffic, provide a cost saving by using the existing roadway, and make the car parking areas - including that beside the Scenic Railway - safer by avoiding any through traffic movements through the carparks.
- Would like to see permanent sealed car park extension included, as marked 'D' in the options.
- While it would be very nice to have the reshape of the carpark at K, beside the Scenic Railway, reshaped at the same time as the upgraded entrance beside the Scenic Railway is upgraded, if budget is an issue the strong preference of the Scenic Railway is for the additional parking marked D to be included as the priority.
- The Railway recognises the financial constraints that the Council finds itself under with the pandemic. Because of those constraints the Scenic Railway would be satisfied with adjustments to the plan to only cover the traffic lights, entrance as shown as A and link to existing drive B.
- The Scenic Railway would like a representative to speak to the Council Committee meeting.

---

#### **CLM (Lido Operations) - Lynden Noakes**

Phone call 22 May 2020 – confirmed as accurate via email

Hi Aaron

Yes below accurately represents our conversation.

In regards to the design below, it may work best if the current drive way entrance was at the southern end of the pool where section D starts (design picture 2), it would also be good to keep a pathed area all the way through to the front of the 25m building and block off the current entrance. Hopefully you understand what I mean??

Thanks

Lynden Noakes | Facility Manager

**CLM (Lido Operations) Lynden Noakes – Phone call notes**

- Options 1 and 3 were the preferred options – Lido would like the sealed carpark marked at D constructed. It is expected to be well used for winter fields sports busy periods. Lido observations are that a grass only option is likely to be either messy or unavailable in the winter. Summer is likely to be ok.
- Triathlon access it can continue to run as is currently given the full plan cannot be completed in budget.
- If Council chooses to implement C, changing the rive access also the side of the John Boulton Pool the Lido will need to retain a vehicle access to the southern John Boulton Pool side doors by some modification to the options for the new access. Likewise a pedestrian access to the side doors at the northern end will need to be completed.





## MEMORANDUM

**TO:** Play, Recreation & Sport Committee

**MEETING DATE:** 17 June 2020

**TITLE:** Linklater Reserve Development Plan Implementation Update

**PRESENTED BY:** Kathy Dever-Tod - Manager Parks and Reserves

**APPROVED BY:** Tom Williams, Chief Infrastructure Officer

---

### RECOMMENDATION TO COUNCIL

1. That the update on the Linklater Reserve Development be received.
- 

#### 1. ISSUE

- 1.1 The Linklater Reserve is a 25.5 ha Reserve in Kelvin Grove.
- 1.2 The Linklater Reserve Development Plan was approved in 2016.
- 1.3 This memorandum provides Council with an update on the progress implementing the Linklater Reserve Development Plan and the work that will be completed in 2020/2021.

#### 2. BACKGROUND

- 2.1 Council purchased 29.9 ha of farmland in 1995 to develop a large reserve in the eastern side of the city.
- 2.2 There was a period of debate over the merits and costs of developing the land, with several sale proposals considered.
- 2.3 After community engagement and discussion, 4.4 ha in the north eastern corner of the property was sold to generate funds for the initial development of the 5.5 ha of the reserve fronting Kelvin Grove Road.

- 2.4 The Linklater Reserve Development Plan, as shown in Appendix One, was approved in 2016 after extensive community engagement. The theme of the development is “Palmerston North’s Country Park”.
- 2.5 The 2015/2025 Ten Year Plan included \$1.25 million under Programme 587, to implement the Linklater Reserve Development Plan over a period of four years. 2020/21 is the final year of the planned reserve development.

### 3. DEVELOPMENT PROGRESS

- 3.1 The Linklater Block has been progressively developed over the past three years as follows:

#### 2016/17- \$271,000 budget

- Design work
- Vehicle crossing
- Drainage
- Pump track and jumps – volunteer led
- Toilet including mural
- Planting
- Boundary fencing
- Exotic tree removal
- BBQ area (over 2 financial years)

#### 2017/18 - \$288,000 budget

- Paths in second block
- Boundary fencing
- Drainage and fencing in second block
- BBQ area (finish)
- Swing set

- Asphalt surface access path and shade structure
- Flying Fox – contribution from the Kelvin Grove Community Association (over 2 financial years)
- Infill planting in the gully

2018/19 - \$285,000 budget

- Fencing in third block
- Path extension into third block
- Log/tyre scramble
- Flying Fox (finish)
- Whatonga Pou
- Dog agility equipment
- Front fence upgrade
- Stormwater gross pollutant trap (from Stormwater budgets)

2019/20 - \$273,000 budget

- Tree planting.
- Haybarn demolition and site clearance – in fourth block.
- Path extension into final block.
- Fencing in the final (4<sup>th</sup>) block.
- Removal of power lines and making shearing shed safe (to be completed by year end).
- Pond draining (as requested by Airport and Airways).
- Disc golf course (signage to be completed by year end).
- Car park extension including rain garden for stormwater runoff treatment.
- Aeroplane feature (installation to be completed).



- 3.2 2019/20 will be over budget by approximately \$45,000 due to carpark extension costs being higher than estimated and higher demolition and clearance costs for the sheds, power poles, yards and fences and ponds in the 4th block.

#### 4. FINANCIAL PERFORMANCE TO DATE

- 4.1 Annual budgets for this programme have varied slightly from the \$1.25M provision made in the 2015 LTP, largely due to inflation assumptions. The combined total of the annual budget provisions is \$1.3M.
- 4.2 For the four-year period, from 2016/17 to 2019/20, expenditure is forecast to be \$21,000 over the \$1,117,000 budget provision.
- 4.3 This result includes the donation of \$10,000 towards the flying fox from the Kelvin Grove Community Association in 2018.

#### 5. PROPOSED DEVELOPMENTS - 2020/21

The LTP makes funding provision for \$133,000 the Linklater Park in 2020/21. The following developments are planned:

##### Planting - \$23,000

- Wetland infill planting.
- Carpark rain garden planting.
- Roberts Line (4th) block trees - outside DVOR radar restriction zone.
- Planted pattern viewable from airport approach path.

##### Play - \$85,000

- Natural play and planting enhancements at entry boulders.
- Log/post tractor at BBQ area (Figure One).
- Slack Line at log/tyre scramble (Figure Two).
- Junior/beginner mountain bike track loop.



*Figure One: Log/post tractor.*



*Figure Two: Slack Line*

Signs/furniture/other - \$5,000

- Seats in the third and fourth block

## 6. ELEMENTS OF THE DEVELOPMENT PLAN NOT COMPLETED

- 6.1 Annual expenditure has been generally managed within the budget allocation each year. However, a few the component projects of the development plan have been more expensive than original estimate, such as the flying fox and the car park extension, meaning that some other features have not been able to be completed.
- 6.2 The following elements of the overall Development Plan will not be completed within the current funding provisions:
- Disc golf – 2nd 9 holes – was always subject to demand.
  - Bike skills area – some features will instead be built into the loop track development.
  - Additional play features - in the 3rd and 4th blocks.
- 6.3 Some of these items could be developed as natural play or community initiatives in the future. The Kelvin Grove Community Association has previously indicated support for a further project in the Linklater Reserve. They have previously made contributions to the swing bridge and flying fox.

## 7. COMMUNITY FEEDBACK

- 7.1 The community has embraced the developments at the Linklater Park. The reserve continues to benefit from strong engagement with people. There is regular feedback, suggestions and contributions to its development, most notably from the Kelvin Grove Community Association.
- 7.2 Overall satisfaction with the park ranked highly in Park User surveys. The most recent survey with results available, from 2018, showed 100% satisfaction.
- 7.3 Social media engagement with Linklater Reserve Development posts usually attract strong commentary and are generally very supportive.
- 7.4 Linklater Reserve featured in the Council Play Policy research work. It was identified as a hotspot in the Social Pinpoint exercise, featuring in the top 10 most places people like to play. A selection of the comments received from the research were:
- “Love the country feel to this park - we like to explore here.”
- “Nice to walk around here now. fun with swing bridge and flying fox.”
- “Tyre and log obstacle course. Love it for kids”

“Great park. It's the other side of town for us so it's somewhere different to go.”

“Love this park for our dog - Free to roam around and we can walk or bike around. It's great for owners to exercise also off lead - Looking forward to summer to enjoy this park.”

#### 7.5 Suggestions for improvement or criticisms from the Play Policy research included:

- Fully fenced are for dogs not ready to be off-leash
- Water feature for small dogs
- More trees
- Link to other walkways e.g. to Bunnythorpe
- Improve flow of dirt jumps

### 8. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide?	Yes
Are the decisions significant?	No
If they are significant do they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these actions?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No
The recommendations contribute to Goal 2: A Creative and Exciting City	
The recommendations contribute to the outcomes of the Creative and Liveable Strategy	
The recommendations contribute to the achievement of action/actions in the Active Community Plan	
The action is: Implement new projects from approved Master Plans, Reserve Management Plans and Development Plans and Asset Management Plan	
Contribution to strategic direction and to social, economic, environmental and cultural well-	The park improvements provide recreational opportunities and some small biodiversity enhancements.



being	
-------	--

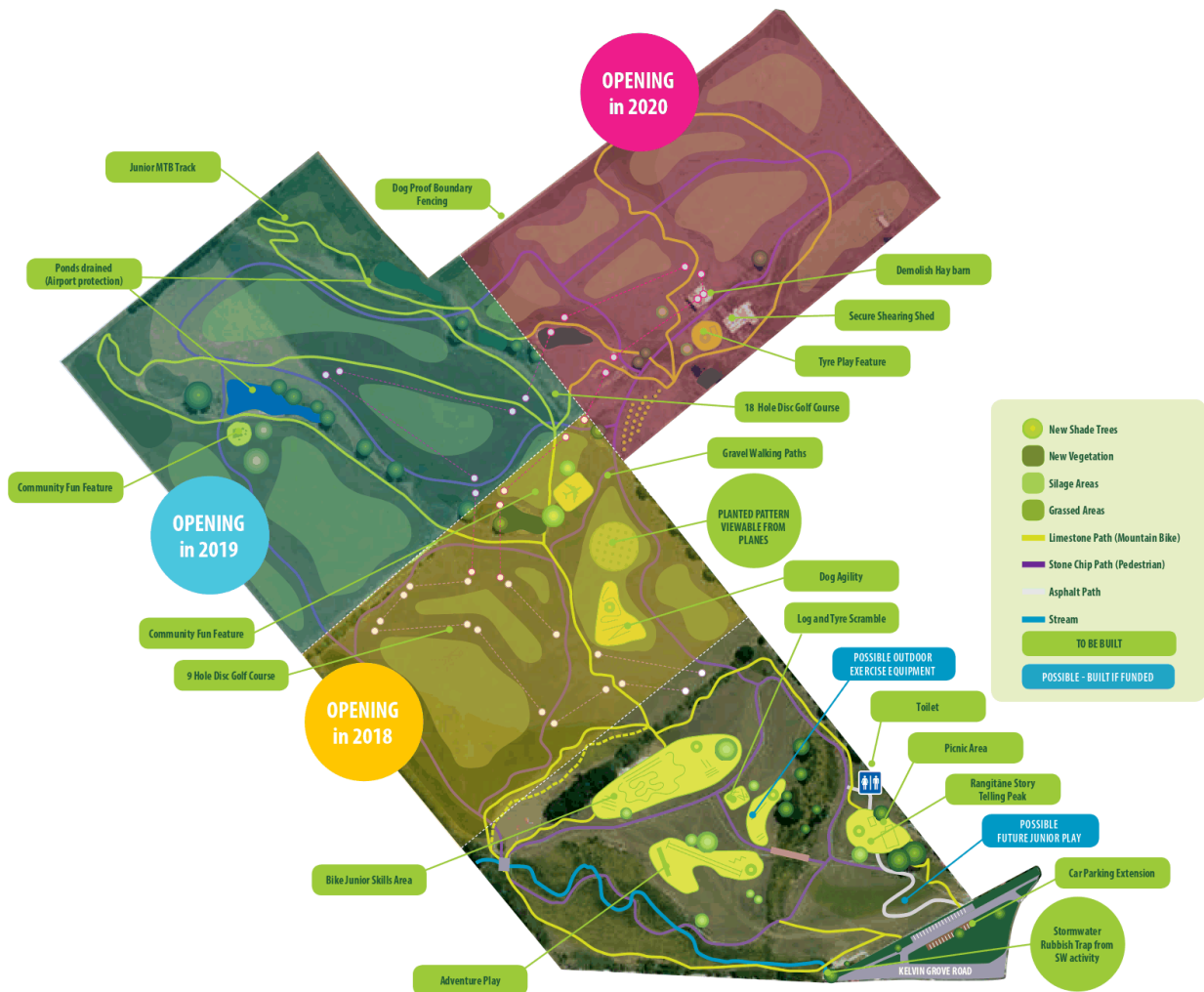
**ATTACHMENTS**

1. Linklater Reserve Development Plan [↓](#) 

# LINKLATER RESERVE

COUNTRY PARK

## PALMERSTON NORTH'S COUNTRY PARK



Palmerston North City Council

W [pncc.govt.nz](http://pncc.govt.nz) | E [info@pncc.govt.nz](mailto:info@pncc.govt.nz) | P 356 8199





## COMMITTEE WORK SCHEDULE

**TO:** Play, Recreation & Sport Committee

**MEETING DATE:** 17 June 2020

**TITLE:** Committee Work Schedule

---

### RECOMMENDATION TO PLAY, RECREATION & SPORT COMMITTEE

1. That the Play, Recreation & Sport Committee receive its Work Schedule dated 17 June 2020.

### ATTACHMENTS

1. Committee Work Schedule  



## PLAY, RECREATION &amp; SPORT COMMITTEE

## COMMITTEE WORK SCHEDULE 2020

Item No.	Estimated Report Date	Subject	Officer Responsible	Current Position	Date of Instruction/ Point of Origin
1	June 2020	Programme 1081 (City Reserves – Victoria Esplanade – Park Road Entrance and Parking Reconfiguration)	Chief Infrastructure Officer		17 December 2018 Clause 58.5
2:	June 2020	Linklater Park Update	Chief Infrastructure Officer		
3	October 2020	Colquhoun Park Final Report	Chief Infrastructure Officer	Moved to October – final report on the project.	
4.	October 2020	Progress Report on the Hokowhitu Lagoon Water Quality – Investigation and Monitoring Plan	Chief Infrastructure Officer		16 September 2019 Clause 55.1
5.	October 2020	Memorial Park Update	Chief Infrastructure Officer		