

I hereby give notice that the Ordinary meeting of the

Meeting:	Harding Park and Pou Tu Te Rangī Joint Management Committee
Date:	Thursday 29 June 2017
Time:	2.00pm
Venue:	Lighthouse Function Centre, Dargaville Museum

Open Agenda

Membership

Chair: To be confirmed

Members: Messrs Hal Harding, Willie Wright, Matiu Wati
Councillors Victoria Del La Varis-Woodcock and Karen Joyce-Paki

Staff and Associates:

General Manager Community, Parks and Community Manager, Democratic Services Manager
(minutetaker).

Sean Mahoney
Democratic Services Manager
smahoney@kaipara.govt.nz

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**Meeting of the Harding Park and Pou Tu Te Rangi Joint Management Committee
Thursday 29 June 2017**

1 Opening

1.1 Karakia and note the passing of Robbie Sarich

1.2 Confirmation of Acting Chair

1.3 Present

1.4 Apologies

1.5 Confirmation of Agenda

The Committee to confirm the Agenda.

1.6 Conflict of interest Declaration

Committee Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a Committee Member/Commissioner and any private or other external interest they might have. It is also considered best practice for those members to the Executive Team attending the meeting to also signal any conflicts that they may have with an item before the Committee.

1.7 Deputations and presentations

Note that submitters are scheduled between 2.30 and 3.05 on the traffic directional review

Meeting:	Harding Park and Pou Tu Te Rangī Joint Management Committee
Date:	Thursday 16 March 2017
Time:	The meeting commenced at 2.00 pm The meeting concluded at 3.35 pm
Venue:	Conference Room, Northern Wairoa War Memorial Hall (Dargaville Town Hall), 42 Hokianga Road, Dargaville
Status:	Unconfirmed

Minutes

Membership

Chair: To be confirmed

Members: Messrs Hal Harding, Willie Wright, Matiu Wati and Robbie Sarich
Councillors Victoria Del La Varis-Woodcock and Karen Joyce-Paki

Staff and Associates:

General Manager Community, Parks and Community Manager, Democratic Services Manager
(minutetaker).

Sean Mahoney
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1607.11

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Meeting of the Harding Park and Pou Tu Te Rangi Joint Management Committee

Thursday 16 March 2017

1 Opening

1.1 Karakia

Robbie Sarich opened the meeting with a Karakia

1.2 Confirmation of Acting Chair

Democratic Services Manager 4702.06

This item was deferred to the next meeting.

1.3 Present

Messrs Hal Harding, Matiu Wati and Robbie Sarich

Councillors Victoria Del La Varis-Woodcock and Karen Joyce-Paki

In Attendance

Name	Designation	Item(s)
Sue Hodge	Parks and Community Manager	
Sean Mahoney	Democratic Services Manager	All (minute taker)

Adjournments

Nil

Absences

Nil.

1.4 Apologies

Moved Harding/Sarich

That the apology of Willie Wright be received.

Carried

1.5 Confirmation of Agenda

The Committee to confirm the Agenda.

1.6 Conflict of interest Declaration

Nil

1.7 Deputations and presentations

Kaipara Vintage Machinery Club presented

2 Operational

2.1 HP/PTTR Operations Update: September 2016/February 2017

Parks and Community Manager 4702.06

Moved Harding/Del La Varis-Woodcock

That the Harding Park Committee and Pou Tu Te Rangi Joint Management Committee receives the Parks and Community Manager's report 'HP/PTTR Operations Update: September 2016 / February 2017' dated 01 March 2017 and the information contained therein.

Carried

2.2 HP/PTTR Traffic Direction Peer Review January 2017

Parks and Community Manager 4702.06

Moved Harding/Sarich

That the matter lie on the table until new members look at all options and consider public consultation.

Carried

2.3 Harding Park/Pou Tu Te Rangi Financial Summary Report for 7 month period ended 31 January 2017

Financial Services Manager 4702.06

Moved Sarich/Harding

That the Harding Park/Pou Tu Te Rangi Joint Management Committee receives the Financial Services Manager's report 'Financial Summary Report for the 7 month period ended 31 January 2017.

Carried

3 Closure

The meeting closed at 3.35. pm.

Confirmed

Chair

2 Operational

File number: 4702.06 **Approved for agenda** ☒

Report to: Harding Park Committee and Pou Tu Te Rangi Joint Management Committee (Combined)

Meeting date: 29 June 2017

Subject: HP/PTTR Operations Update: March/June 2017

Date of report: 16 June 2017

From: Sue Hodge, Parks and Community Manager

Report purpose ☒ **Decision** ☐ **Information**

Assessment of significance ☐ **Significant** ☒ **Non-significant**

Summary

The Harding Park Committee has been established to work alongside the Pou Tu Te Rangi Joint Management Committee to implement the adopted 2002 Pou Tu Te Rangi and Harding Park Reserve Management Plan (RMP).

There is a \$100,000 capital works budget available in 2016/2017 to implement the Works Programme approved by the Committee in September 2016.

Five interpretation panels and wayfinding signage were approved as part of this year's Works Programme and four have been signed off by Te Uri o Hau working group. They will be installed shortly.

Tree clearance at the entrance, new specimen trees and the first stage of native revegetation is underway.

There have been further complaints about functions outside the Museum's function centre blocking the road, particularly funerals.

The Sport Northland Dargaville fun run used the Park as part of their course bringing many new visitors to the Park.

Recommendation

That the Harding Park Committee and Pou Tu Te Rangi Joint Management Committee receives the Parks and Community Manager's report 'HP/PTTR Operations Update: March/June 2017' dated 16 June 2017 and the information contained therein.

Reason for recommendation

This will keep the Committee up-to-date on progress and relevant information regarding the ongoing operations and implementation of the Pou Tu Te Rangi and Harding Park Reserve Management Plan.

Reason for the report

To report on the operations by providing an update for the March to June 2017 period and 2016/2017 Works Programme.

Background

The Harding Park Committee and Pou Tu Te Rangi Joint Management Committee (the Committee) is charged with implementing the July 2012 Pou Tu Te Rangi and Harding Park Reserve Management Plan (RMP).

The adoption of the RMP signals the start of a new phase for this site and its wider surrounds. It is intended that any future development or land use decisions must recognise the RMP's shared vision/goals for Harding Park and Pou Tu Te Rangi Pa (Park and Pa site).

Operations update

Council has approved \$100,000 per annum capital works per annum and the Committee adopted the 2016/2017 Works Programme is September 2016.

Project	Status	Cost
Continue to remove redundant fences.	Complete	\$5,000
Develop pedestrian connections (Old Golf Course Road/Park Road.	Complete	\$18,000
Removal of weed species including gum, wattle and acacia.	Complete	\$30,000
Plant additional specimen trees at entrance.	Complete	\$2,000
Wayfinding and interpretative panels.	Underway	\$30,000
Develop an overall planting plan and start to implement.	Complete	\$5,000
Replace tables/seats.	Underway	\$10,000
Total		\$100,000

An additional five interpretation panels and wayfinding signage were approved as part of this year's Works Programme. Four of the panels have been reviewed and approved by the Te Uri o Hau working group and once the design is finalised will be circulated to the Committee.

Te Uri o Hau input into interpretation signs

A Te Uri o Hau working group, made up of 5-6 Kaumatua and Kuia, has been set up to review the Park storyboards to ensure they correctly tell Te Uri o Hau stories. The working group recommends the content to the Taumata Council for final approval.

A request has been received from the working group to involve all Kaumatua and Kuia and call a hui to discuss mana whenua's strategic placement of all proposed signs and contents at the Park.

General matters

The weed tree clearance at the entrance is complete and specimen trees will be installed shortly.

The first stage of the planting plan is underway after some delays from the Myrtle Rust scare.

There have been further complaints about functions outside the Museum's function centre blocking the road, particularly funerals.

The Sport Northland Dargaville Fun Run used the Park as part of their course which meant a lot of people visited the Park and enjoyed the view from the top with many participants taking photographs of the stunning day.

Factors to consider***Community views***

The RMP was developed using a public process and reflects the views of the community and other stakeholders at the time of its development. The Park and Pa site is popular with local and visitors to the area. The site, particularly the Museum, is considered to be amongst Dargaville's greatest attractions. Public interest in any decision relating to governance of this area is therefore high.

Policy implications

There are no policy implications as all recommendations are consistent with the Reserve Management Plan.

Financial implications

It is the Parks and Community Manager's responsibility to ensure all operations are conducted within budget. The financial budgets are set within the Long Term Plan and respective Annual Plan.

Legal/delegation implications

There are no delegation issues; the Harding Park Committee has delegated authority from Council to govern Harding Park in accordance with its Terms of Reference.

Assessment of significance

This is not a significant activity on Harding Park and as such is not considered to be significant in terms of Council's Significance and Engagement Policy.

Next step

Develop the 2017/2018 Works Programme for the Committee's approval and continue to maintain the developments undertaken to date.

File number: 4702.06 **Approved for agenda** ☒

Report to: Harding Park Committee and Pou Tu Te Rangi Joint Management Committee (Combined)

Meeting date: 29 June 2017

Subject: HP/PTTR Traffic Direction community feedback

Date of report: 16 June 2017

From: Sue Hodge, Parks and Community Manager

Report purpose ☒ **Decision** ☐ **Recommendation** ☐ **Information**

Assessment of significance ☐ **Significant** ☒ **Non-significant**

Summary

The Harding Park Committee has been established to work alongside the Pou Tu Te Rangi Joint Management Committee to implement the adopted 2002 Pou Tu Te Rangi and Harding Park Reserve Management Plan (RMP).

The RMP proposes that the vehicular circulation be changed back to an anti-clockwise direction so that visitors get the best 'first impressions' of Pou Tu Te Rangi Harding Park from the "spectacular views of the surrounding landscape".

A report was prepared for the Committee's consideration in March 2017 that covered the Committee's previous decision to return traffic direction to an anti-clockwise direction and a request from Kaipara Vintage Machinery Club to present their views direct to the Committee.

The Committee then resolved to seek wider community feedback on the issue. Feedback was sought by email, an online survey and one handwritten submission was presented to Council front desk. The feedback summary is:

- 17 Respondents would like the traffic direction to stay the same; and
- 7 Respondents would like to change to anti-clockwise.

Of the 24 Respondents received, 7 would like to present their views direct to the Committee.

The report concludes with a recommendation that the Committee provides each Respondent with five minutes to present their views and either re-confirms its September 2016 decision or re-considers it.

Recommendation

That the Harding Park Committee and Pou Tu Te Rangi Joint Management Committee:

- 1 *Receives the Parks and Community Manager's report 'HP/PTTR Traffic Direction Community Feedback dated 16 June 2017 and the information contained therein; and*
- 2 *Believes it has complied with the decision making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of s79 of the Act determines that it does not require further information prior to making a decision on this matter; and*

3 *Confirms its September 2016 decision:*

“That the traffic direction at Harding Park will return to an anti-clockwise direction and that a traffic safety signage plan be developed and implemented to make it easy to navigate, enhance users’ sense of safety, minimises their anxiety and improves their environmental awareness at the Park; and...”

; or

4 *Resolves to rescind its September 2016 decision and resolves that the traffic direction at Harding Park remains in a clockwise direction and that the traffic management improvements recommended in the OPUS report Pou Tu Te Rangi Harding Park Traffic Management Review dated 27 January 2017 are implemented.*

Reason for recommendation

To confirm the future direction of traffic at Pou Tu Te Rangi Harding Park.

Reason for the report

To report on the community feedback on changing the traffic direction at Harding Park.

Background

The Harding Park Committee and Pou Tu Te Rangi Joint Management Committee (the Committee) is charged with implementing the July 2012 Pou Tu Te Rangi and Harding Park Reserve Management Plan (RMP).

The RMP proposes that the traffic circulation be changed back to an anti-clockwise direction to create a more positive first impression. The explanation for this policy was that the Vintage Machinery Club’s development reduced the “wow appeal” travelling in a clockwise direction once had and no longer provided visitors the best ‘first impressions’ of Pou Tu Te Rangi Harding Park.

A report was prepared for the Committee’s consideration in March 2017 that covered the Committee’s previous decision to return traffic direction to an anti-clockwise direction and a request from Kaipara Vintage Machinery Club to present their views direct to the Committee.

At the March 2017 meeting the Committee resolved to seek wider community feedback on the issue.

Feedback

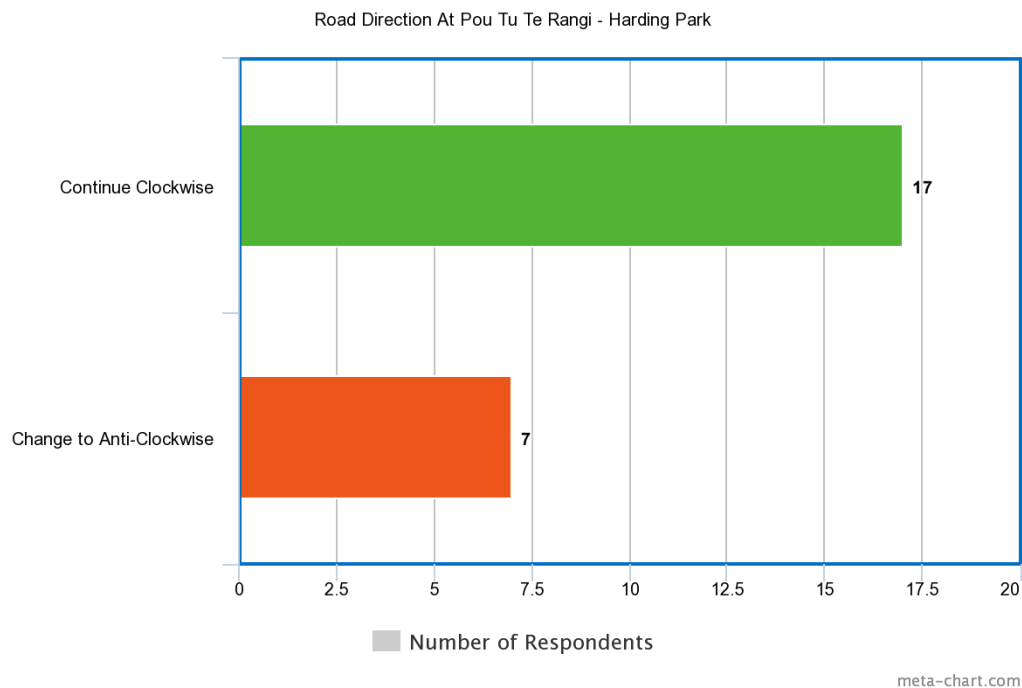
An online survey was created through a programme called SurveyMonkey. It asked two questions:

- a) Would you like the direction to either stay the same or change (the answers were presented as option a or b, and were randomly positioned on the screen every time a survey was answered so no answer was always ‘top’. A section was included for freeform answer. Those responses are in **Attachment 1**.
- b) The second question asked if people wanted to speak to their feedback, if yes, the respondent was to enter in contact details in order to organise hearings.

Council also advertised an email address that was available to capture feedback (also included in Appendix 1) along with two weeks of back page advertisements in the Lifestyler Newspaper, and a story.

4702.06

In summary:



The list of open-ended reasoning received as part of the survey and email comments are in **Attachment 1**.

Four letters (each included in the count above) were received from Kaipara Vintage Machinery Club, Dargaville Museum, P Coles, and S Curtis (**Attachment 2**).

A petition in support of the status quo was received signed by 83 people. This has not been included in the count above.

Seven Respondents would like to present their views direct to the Committee. They are listed below in no particular order and it is recommended they are provided five minutes each:

1. Barry Jones
2. Jean and Eric McBride
3. William A Fitness
4. Noel Hilliam
5. Bruce Holloway
6. Dargaville Museum (Ross Newlove)
7. Kaipara Vintage Machinery Club (Maureen Ross).

Factors to consider

Community views

The community's views on this particular issue were sought.

Policy implications

The recommendation to retain the status quo traffic circulation is inconsistent with the policies in the RMP but is consistent with the desired outcome of the RMP to make the most of arriving at the high point with spectacular views of the surrounding landscape.

Financial implications

It is the Parks and Community Manager's responsibility to ensure all operations are conducted within budget. The financial budgets are set within the Long Term Plan and respective Annual Plan. The implementation of a traffic safety signage plan can be achieved within existing budgets.

Legal/delegation implications

There are no delegation issues; the Harding Park Committee has delegated authority from Council to govern Harding Park in accordance with its Terms of Reference.

Options

The Committee has the following options:

- Option A** That the Committee confirms its September 2016 resolution that the traffic direction at Pou Tu Te Rangi Harding Park changes to an anti-clockwise direction and that a traffic safety signage plan be developed and implemented to make it easy to navigate, enhance users' sense of safety, minimise their anxiety and improve their environmental awareness at the Park.
- Option B** That the Committee rescinds its September 2016 resolution and resolves that the traffic direction at Pou Tu Te Rangi Harding Park remains in a clockwise direction and that the traffic management improvements recommended in the OPUS report Pou Tu Te Rangi Harding Park Traffic Management Review dated 27 January 2017 are implemented.

Assessment of options

Option A Is consistent with the RMP however does not achieves the desired outcome of the RMP to make the most of arriving at the high point with spectacular views of the surrounding landscape and may be problematic for large vehicles.

Option B Is inconsistent with the RMP however best achieves the desired outcome of the RMP to make the most of arriving at the high point with spectacular views of the surrounding landscape and will be suitable for all vehicle types.

This is not a significant activity on Harding Park and as such is not considered to be significant in terms of Council's Significance and Engagement Policy.

Recommended option

The recommended option is **Option B**.

Next step

To implement a traffic management safety improvements.

Attachments:

- Attachment 1: [HPPTOTR-20172906-Traff Direction Com Fdback-rpt](#)
- Attachment 2: [Letters](#)
- Attachment 3: [Petition](#)

Categories	Would you like to offer any other feedback on the proposed options?
Anti-Clockwise	I was opposed this initially when they changed it
	It was like that before then it changed. I did oppose the changes prior
	It'll stop the drifters coming around that corner at high speeds if it gets changed counter clockwise.
	The way the road is now is hopeless when there is a funeral, you have to wait until the hearse to go before you can get out and then there are people all over the road and it is very embarrassing to try and get away. Some people only have time to go to the service and have to leave early they sometimes have to go down the wrong way and hope that there is no one coming up. It used to be the other way, why was it changed, food for thought .yours faithfully Natalie walker
Clockwise	I can remember when the road used to go in an anti-clockwise direction, it took a great deal of effort and persuasion to convince the council to change the direction to the one currently enjoyed and even more persuasion to have the road completely sealed. After some discussion and careful consideration both my husband John and I can see no logical reason to change what is at present a perfectly acceptable traffic flow. Tourists and others can enjoy the view from the surroundings while they are at the top of the park and shouldn't be encouraged to be distracted by admiring the view while driving.
	The way it is at present is the more sensible way of driving up to the Museum...once up there it is possible to view the magnificent vista. A driver needs to keep his eyes on the road. Not trying to see the view.
	When this was changed many years ago, a lot of the set up for the Vintage Machinery Club was also changed to accommodate this - So this would cause a lot of problems for the Club if it changed again. The view is better the way it is.
	You actually get a much better view when driving down the hill rather than driving up on that side.
	The view can also be appreciated from the entrance to the lighthouse.
	This road way really is a bigger version of a rounder bout if you change direction what is going to happen out on the highways? As far as view goes leave road direction as it is-If direction is changed what chance have passengers let alone driver to take in the view and I ask the committee have they driven around both ways. It's a no brainer.
	Safer to drive clockwise. Always a surprise to see the view once at the top and better visually seen from the top and taken in further on the way down.
	By changing the direction to anti clockwise you will have our foreign tourists having accidents again as we proved it did happen

**Clockwise
(cont'd)**

I had a look today at the road up to Museum and Vintage machinery Centre and the way it at present is perfect if you want a good view of Dargaville, park up in car park and walk to Rainbow Warrior masts, Museum entrance, or the Pa site, that will give you the best view overlooking Dargaville and surrounding Districts, I would like to see the direction of entrance stay the way it is .

I would like to see the direction of entry to Harding park stay clockwise for the following reasons-

- safer, you do not turn right in front of oncoming traffic at the bottom
 - safe and easy left turn to Vintage machinery
 - safe and easy left turn to car park
 - by far the best view as you come over the rise and down to the museum
 - just below museum it is lovely for the elderly sitting in a car looking at the view either parked or pulled over to the left
 - it was anti clockwise in the past, works better how it is
 - change costs money, for little if any gain.
-

The best thing that happened was when the road was changed to its present configuration. It is a fact that it is better to view the country-side going down a hill than it is up a hill. It is a wonderful view driving down past the Museum and the Rainbow Warrior Masts, why change something that is excellent as it is?

I have taken many visitors up to the Lighthouse when the road direction was anti clockwise and clockwise and strongly opt for no change.

By coming to the Vintage Machinery Centre first gives the visitors another option to visit and then as they approach the museum they have the view east and south. After parking they will see the view north. The impact for the visitors interesting to see and hear.

By coming up anti clockwise The first major view is from the little lighthouse corner is north and to see anywhere else a rear view mirror is required! The Vintage Centre would not have the interest because people would be leaving the area and the interest would not be the same. Consider the danger of traffic turning right in front of those coming down the hill from the Machinery Centre. Think more about more parking than an unnecessary road direction change.

No Preference

perhaps another link road around the back of the lighthouse to free up front entrance

June 2017

To the Chairman
Harding Park Management Committee

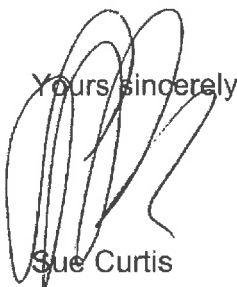
TRAFFIC FLOW AT HARDING PARK

I am a member of the Northern Wairoa Genealogy Society Inc and a member of the Dargaville Museum and visit the Museum area of Harding Park at least once a week.

I agree that the traffic direction at Harding Park needs to be changed to an anti-clockwise direction for the following reasons.

- I am frequently at the Museum when there is a funeral at the Lighthouse Function Centre. Currently, with a clockwise traffic flow, it is very difficult to drive from the carpark, past the Museum and down the hill when there is a funeral in progress. The hearse is usually parked directly outside the Lighthouse Function Centre and people tend to mill around to pay their respects. As I slowly inch my car through the crowd, it is obvious that funeral goers think I am being disrespectful and attempting to run them down.
- When the shrubby trees were removed from the hillside above the old cemetery, the clear open space, the height and gradient of the hillside came as a surprise. I believe that this combined with the tight corner is an accident waiting to happen. However, if the traffic was to travel in an anticlockwise direction, the bend is easier to negotiate and should anyone miscalculate the bend they won't go careening over the edge.

Yours sincerely



Sue Curtis

Benjamin Hope

From: Kaipara Vintage Machinery Club Inc <kvmcdargaville@gmail.com>
Sent: Wednesday, 14 June 2017 11:43 a.m.
To: Have YourSay
Subject: Proposed change of direction to the road in Harding Park
Attachments: traffic photo.pub; 2017 submission Traffic change in direction.docx

To whom it may concern - Pou Tu Te Rangi Harding Park Governance Committee

The Kaipara Vintage Machinery Club is opposed to the suggested proposal to change the traffic direction to anti-clockwise in Harding Park.

I have attached our submission letter, our previous letter opposing the change, signed petition from general public opposing the change and photos of the congestion caused by funerals, weddings and other functions.

Kaipara Vintage Machinery Club Inc.
Harding Park, Mt Wesley Coast Road, Dargaville
PO Box 239, Dargaville 0340
ph. (09) 556 5501

facebook.com/kvmcdargaville

Kvmcdargaville.weebly.com

Submission re change of road direction, Harding Park 16.3.17.

On March 31st 2014 we received an arbitrary notice from the Museum informing us that the direction of the road would change on April 9th 2014, with less than 2 weeks notice. We consider consultation is a better way to achieve co-operation, and we thank you for the opportunity to present our point of view.

1. Best view. Is your best view through the front windscreen as you travel downhill.....or is it better over your right shoulder, in the rear vision mirror, as you negotiate a tight Left hand bend? A clockwise direction view has a panorama view of the town and the river as you drive safely downhill and surely this is a better option.
2. Congestion. The only road congestion happens outside the Museum. A change of direction won't change that.
3. We expect wedding and funeral events at the Museum to increase. An anticlockwise direction will result in big-rig campervans, tandem trailers and heavy vehicles, in low gear, passing uphill through the proceedings. It happens that sometimes event patrons, including random children, are all over the road. This is a Health and Safety issue for heavy vehicles negotiating the crowd and the Museum doesn't police it. With a clockwise direction, our traffic doesn't need to pass the Museum. We escort heavy vehicles back down the way they came in using 2 traffic controllers to avoid the Museum and the sharp bend by the Pa.
4. Ideally, we would like to see a 2-lane road up the Western entrance, keeping our heavy traffic away from the Museum.
5. Cost of change. Kaipara Vintage Machinery Club was built for traffic entering and leaving from a clockwise direction. We have not budgeted for a change of signage or entry from the Eastern end.
6. While you are considering Traffic management options outside Harding Park, including reducing the speed, could you consider a reflective mirror outside the gates to warn traffic, particularly tandem units, big rig campers and trucks turning across traffic to enter the Park gates? We have had some near misses from traffic speeding downhill on Mt Wesley Rd.

Thank you for the opportunity to present our point of view.

Maureen Ross, Hon. Sec. KVMC.



P. O. Box 239
Dargaville 0340
09 5565501

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31.03.2014

COPY

To Steve Ruru
C.E.O. Kaipara District Council
Attn. Parks and Reserves
C.C. Dargaville Museum
C.C. Peter Harding

31.03.2014

At a special meeting of Kaipara Vintage Machinery Club Inc. and Peter Harding held on 31st March 2014 the committee received a letter from the Dargaville Museum informing us that the direction of the traffic flow would be changed from the 9th April 2014.

We are objecting on the grounds of no consultation with Kaipara Vintage Machinery Club Inc.

The following points were raised

1. The only congestion happens outside the Museum's entrance. A change of direction will not solve the traffic congestion problem.
2. A major cross-over will happen at the bottom of the hill. This is dangerous.
3. Our main traffic happens on Saturdays and Wednesdays. Concrete trucks and heavy vehicles towing trailers would be passing the Museum during weddings and funerals.
4. A "no-stopping zone" is needed and the Museum should police their own traffic.
5. An alternative route is required. A suggested route is down past the Dalmation Village.
6. View. The best view is down the hill travelling in a clockwise direction.
7. Parking. The Museum is crowded for parking. Extra parking used is on Kaipara Vintage Machinery Club Inc. grounds and we have extra parking on our western boundary.
8. During funerals the Museum should supply their own traffic wardens. We have done this for them in the past.
9. The matter requires further discussion by all parties.

Yours Faithfully

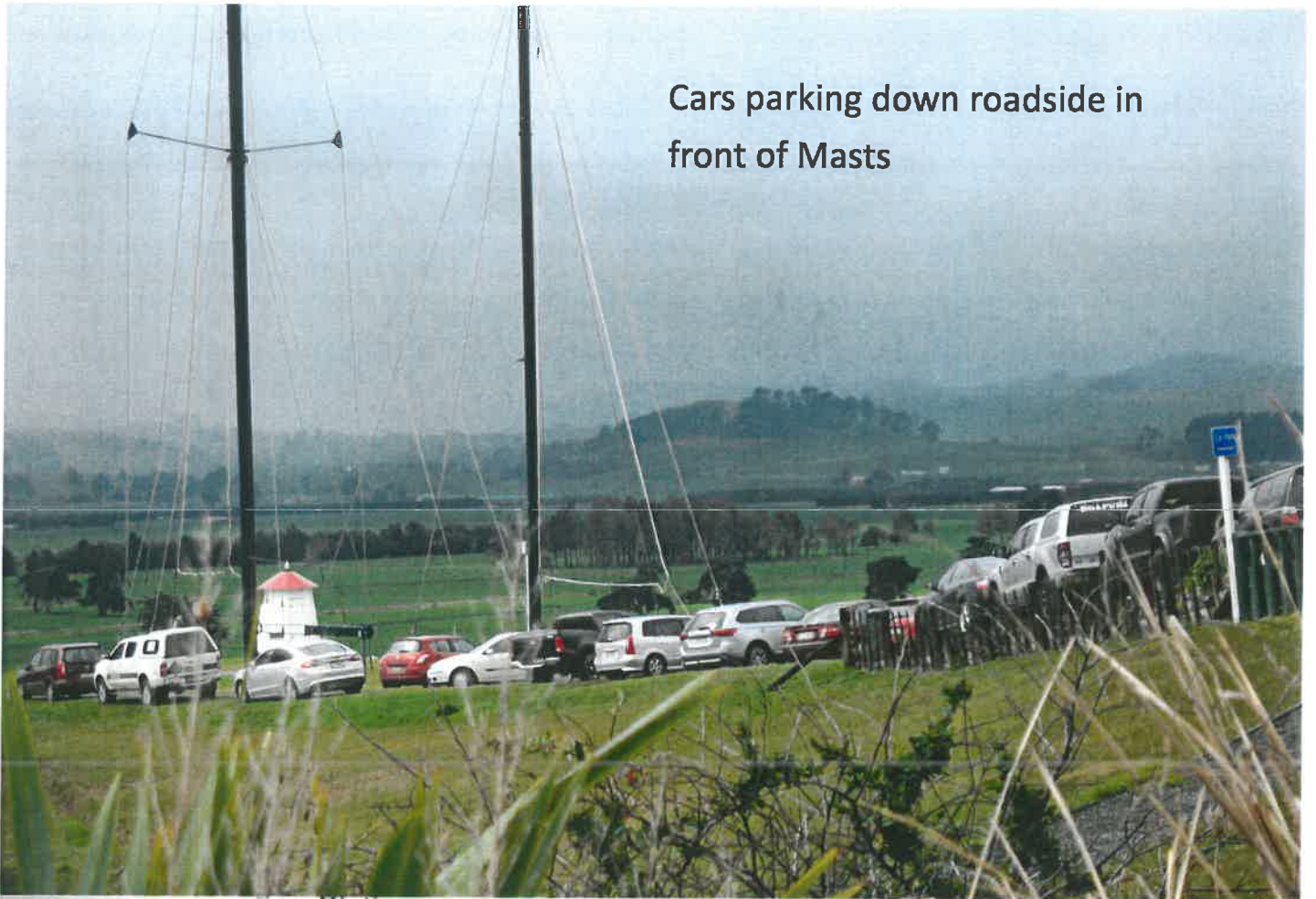
Bill Fitness
President
Kaipara Vintage Machinery Club Inc.

Funeral Held at the museum on the 21/9/2016 -

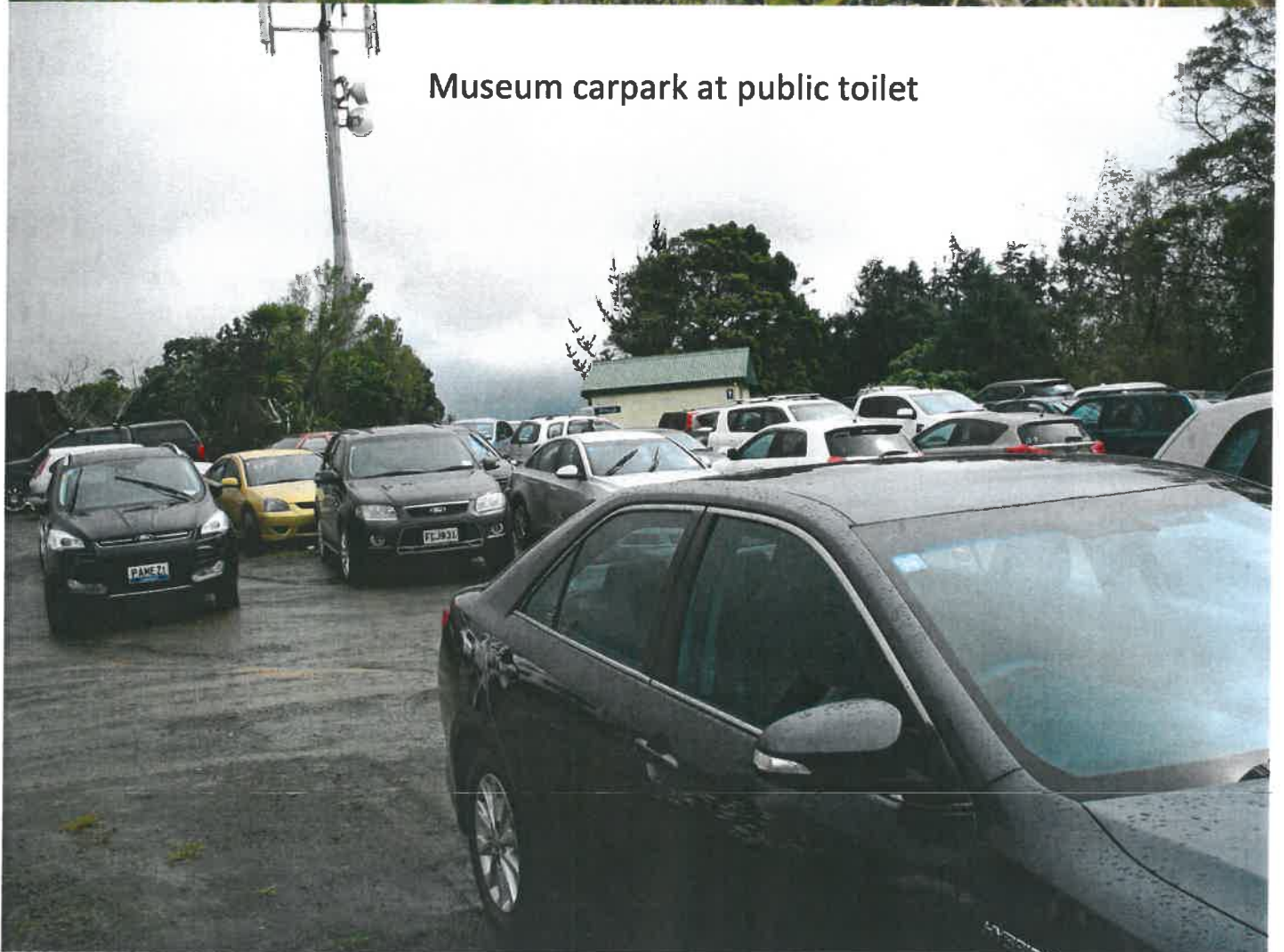
Entrance to museum



Cars parking down roadside in
front of Masts



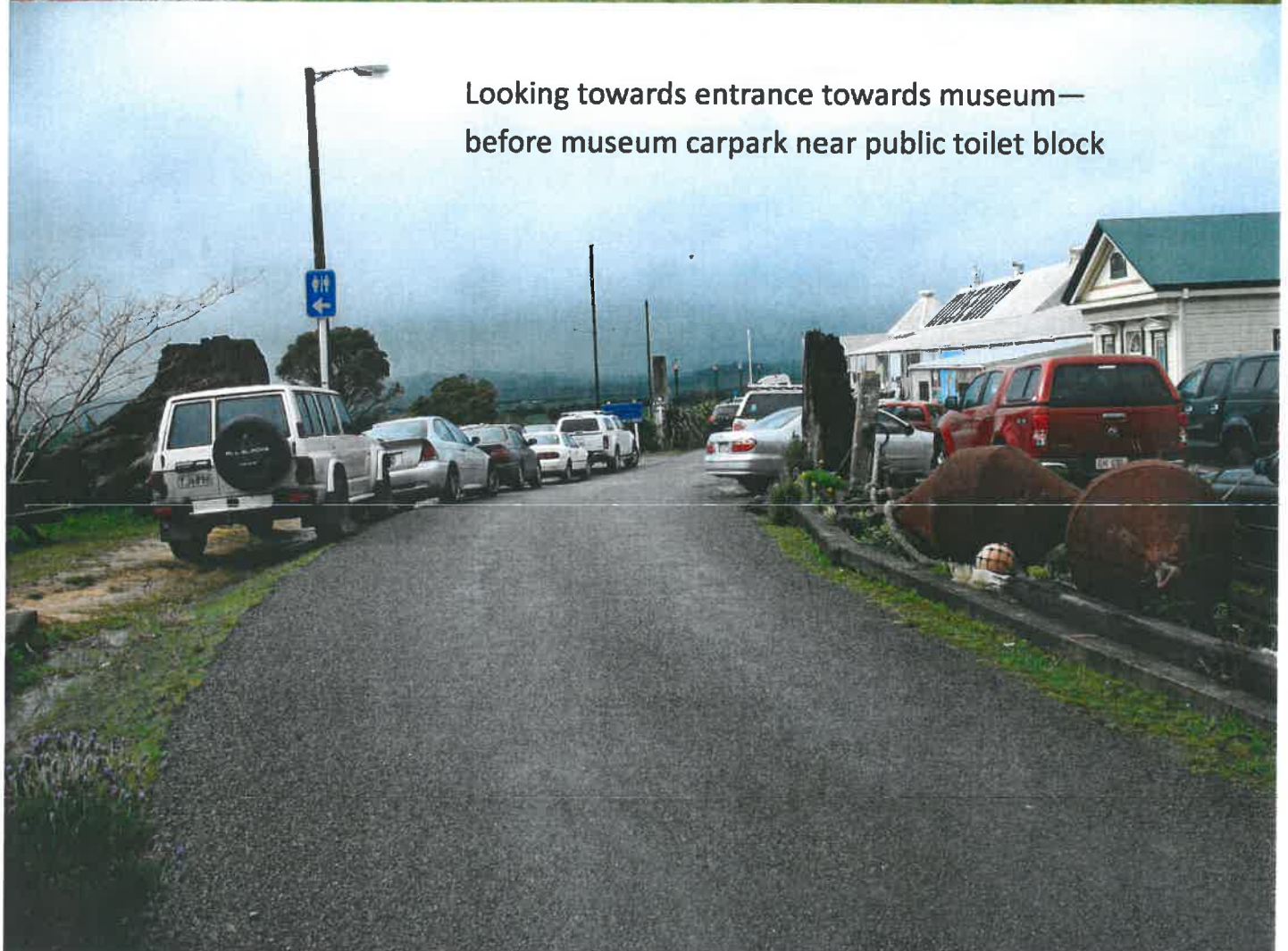
Museum carpark at public toilet



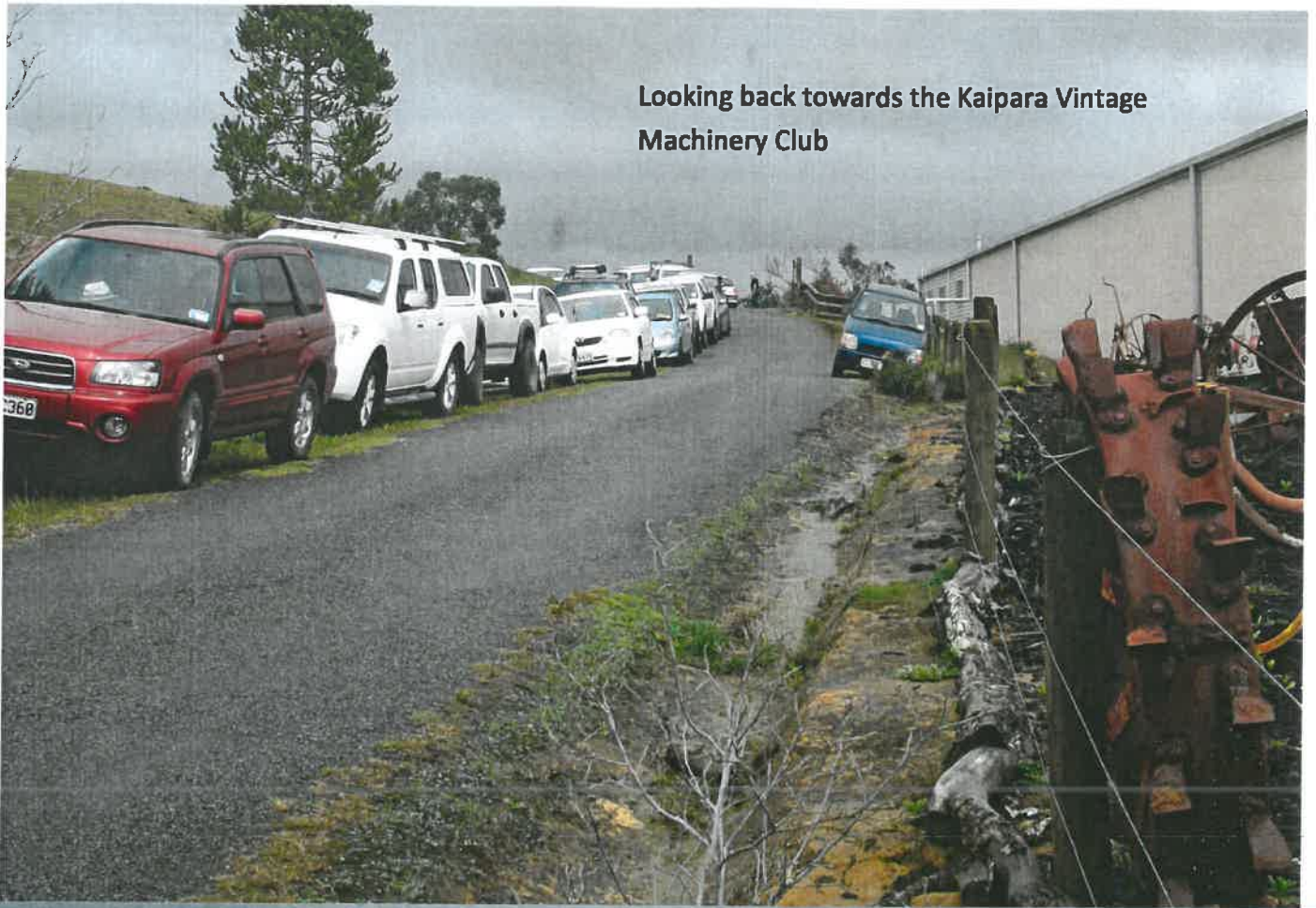
Museum Doorway



Looking towards entrance towards museum—
before museum carpark near public toilet block



Looking back towards the Kaipara Vintage Machinery Club



Spill over traffic parked in field below Kaipara Vintage Machinery club—can park a lot more cars in here but no-one is directing traffic



To Pan Tu Rangī Harding Park
Governance Committee

There is no need to change
the direction of the road to
the Park - works well as is.

Could be unsuitable for Buses
and large Campervans if
the direction is changed.

A sign indicating the
entrance to the Humeau
Centre on the fence opposite
the doorway would be helpful.

Yours Faithfully

Peggy Coles.



SR1707243.



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Ph. +64-9-439-7555
Fax +64-9-439-7133

Email: <darg.museum@xtra.co.nz>

Dargaville Museum

Telling the Stories of the Kauri Coast

12 June 2017

The Chairman
Harding Park Management Committee

Dargaville Museum Submission – Traffic Direction Harking Park

The Museum was designed and built for the anti-clockwise traffic flow which prevailed at the time. About nine years ago the direction was changed on a trial basis in response to a submission from a member of the public. The change was requested so that visitors driving up the road could admire the magnificent views of the town and surrounding area.

Now, in 2017, that opportunity is no longer available to visitors because the view is obstructed by the Vintage Machinery Club building and increased growth of neighbouring trees. The original reason for the change of direction no longer exists.

The Dargaville Museum very strongly supports the traffic moving in an anti- clockwise direction for the following reasons.

1. Safety – Some traffic travels far too fast down-hill past the Museum entrance to be able to stop for groups of people exiting and entering the Museum. There is also an ever present risk of a speeding vehicle not negotiating the bend by the Pa Site entrance and rolling down the steep slope below. All of these hazards would be mitigated considerably with the traffic travelling up the hill to the Museum rather than downhill.
2. Tourist Coaches – As the Pa site is now accessible to the public, we would envisage with further development of parking and signage, that coaches and other vehicles could pull over as they come up the hill, and visitors could walk into the Pa site if they wished. The coaches could then proceed up to the Museum, stop safely on the left of the road at the Museum entrance where passengers could debus and enter the Museum protected from any danger from passing traffic. This would be a considerable improvement in both visitor experience and their safety than currently prevails.
3. Parking – When a large event such as a funeral is held at the Lighthouse Function Centre, vehicles need to park on the communal parking area over by the Vintage Machinery Club. The entrance to this parking area is not obvious to traffic travelling in the current clockwise direction and drivers missing the entry point, then reversing or continuing on cause congestion and delays. With anti-clockwise traffic flow this entrance is very obvious, and easily accessed.

4. Approach – Dargaville Museum and Lighthouse Function Centre, has been described by both overseas and NZ visitors as the jewel in the crown at Harding Park. With the present traffic direction visitors approach this icon from the rear. This is a most unusual way to promote one of Kaipara's great assets. If we don't present our district in the best possible way no one else will. We would recommend to Committee members that they walk up the hill to the Museum from the Pa site on a fine day and you will see what visitors have been missing.
5. Conclusion – The present traffic direction is a major issue for the Museum, and we believe we have a strong case for making a change. We also submit that that change would have only a very minor effect, if any, on other users of the Park. The issue of traffic turning right against opposing traffic has been raised by those promoting the status quo. We contend that proper signs and traffic management plans will easily take care of this, and we would remind everyone that in driving to Harding Park from Dargaville they turn right against opposing traffic at least twice, on much busier roads.

Thank you for the opportunity to make this submission and we hope for a favourable outcome.

We would like the opportunity to speak to the Management Committee in support of this submission.

Ross D Newlove
Secretary

Submission==on Harding Park Traffic Direction

To The Kaipara District Council.....14-6-2017

I for one DO NOT want to see the direction change in the flow of traffic up to the Museum, as if it was changed it would mean that Traffic would be crossing over each over with traffic coming down from Museum.

You get a BETTER View as it is now, looking over the town and river.

If it was changed it would mean visitors would be looking over their shoulders to see the view down river.

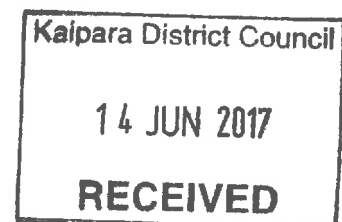
I spend a lot of time at Harding Park, as I look after the land and keep it clean of Rubbish that is dropped.

I have not seen an Accident on the road at any time with the direction it is going now.

So DO NOT CHANGE, DIRECTION

Yours faithfully.....Merv..Hilliam.....ph.09-439-4864

Merv. Hilliam



Traffic Direction for Harding Park

There is a submission before Kaipara District Council to reverse the traffic direction in Harding Park.

We, the undersigned 'Park Users', wish to retain the present clockwise direction for the following reasons:-

1. Better viewing
2. Cost to Kaipara Vintage Machinery Club (KVMC) to reverse entry
3. Congestion outside the Dargaville Museum during Events can be avoided. Big Campervans and KVMC heavy traffic passing through a Museum event presents a Health and Safety is (A 2-way entry on the west side is preferred)

Name: Printed	Address	Signature
Ray Christey	50 Bowen Street	Ray Christey
Tu Christey	" "	Tu Christey
Paul Barnes	Gully St.	Paul Barnes
GARY CHANDLER.	113 MEMORIAL DRIVE WHANGA	GARY CHANDLER
Anna McIlp	14 Lorist Dargaville	Anna McIlp
BILL NELSON	OWHAWARD MT TIGER.	BILL NELSON
GT Clement	15 Second Av Darg	GT Clement
AB Galloway	10 AROOA RD Darg	AB Galloway
Lyn Miers	367 Mahuta Road R. 11 Darg	Lyn Miers
Margaret Jacob	52 Victoria Av. WAUKU	Margaret Jacob
ERIC MIERS	367 Mahuta Rd	ERIC MIERS
PA. Thompson	16 Plunket St	PA. Thompson
S. Welsh	"	S. Welsh
P.G. Ryder	20 th Brandon Rd	P.G. Ryder
I. C. Lupton	136 BAYLYS COAST RD	I. C. Lupton
P.B. Smythe	999 Gully Rd L	P.B. Smythe
MAX BRITAIN	14 MIDLAND HALF MOON BAY AUCKLAND	MAX BRITAIN
Karen Morris	408 Openak Rd. R.D.	Karen Morris
P. CHAPMAN	McColow Park Drive	P. CHAPMAN

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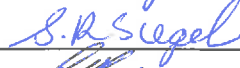














Name: Printed	Address	Signature
Erleen Hansen	305 Route Road Darg.	Erleen Hansen
ANDY DELL	78 Old Golf Course Rd	Andy Dell
DAVID HARVEY	38 MONTAGMERY AVE	David Harvey
CHRIS BOYLE	198 HOKIANGA Rd	Chris Boyle
ELIZABETH BOYLE	198 Hokianga Rd.	Elizabeth Boyle
GARRY CAMPBELL	648 MANGAKAHIA Rd	Garry Campbell
Gail Campbell	648 Mangakahia Rd.	Gail Campbell
MAX BRITAIN	14 Mirohwa Ave Darg.	Max Britain
BRUCE COLE	188 HOKIANGA Rd. Darg.	Bruce Cole
Kaew cole	" " " "	Kaew cole
Margaret Bishop	77 Rowland Rd RD4 Darg.	Margaret Bishop
Al Webb	33 plunket Street Dargaville	Al Webb
M Hunter	84 Colville Rd. Dargaville	M Hunter
Noel Hilliam	189 Mt Wesley Coast Road Darg	Noel Hilliam
Ben Williams	53 Parore St Dargaville	Ben Williams
Alison Robertson	172 Bayliss Coast Rd. Darg	Alison Robertson
Rosemary Davis	18 Brentwood Ave. Kamo, WR	Rosemary Davis
Noel Smith	109 Mill Rd. Helensville	Noel Smith
Th Puckridge	W. Ashcroft Rd Helensville	Th Puckridge

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Name: Printed	Address	Signature
Belinda Gummer	93 Beach Rd Dargaville	
Ann Lupton	Scottys Camp Rd DR	
Christine Anness	130 Cliff View Dr Auch	
Maureen Ross	999 St Hwy 14 RD9 WTC	
Karen Graham	2095 Pukehina Rd, DR.	
Sylvia Siegel	71 Teruois street Dargaville	
Penela Parkinson	Bee Bush Rd RD4 Dargaville	
Heather Norris	15 Park Rd Dargaville	
Merv Hilliam	Dargaville	
Theo Subritzky	19 Park rd Dargaville	
Ron Balliday	5 Lorne St Darg	
Stan Wordsworth	19 Third Avenue Dargaville	
Keith Hansen	305 Poutu Rd. DRG.	
William Eames	898 State Hwy 12 Dargaville	
Dave WEBB	33 Puketapu St Dargaville	
Jim. Poyner	4 SKELTON CRES. TAIPARA.	
Bob Siegel	71 Teruois St Dargaville	
H. Smith	Scottys Camp Rd Dargaville	
P. BERRINGTON	KAWKAPAKAPA	
Ed Barwell	2 RD Helensville	

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[illegible]

3 Closure

Kaipara District Council
Dargaville