
REPORT 2
(1215/52/IM)

COG PARK ENHANCEMENT – CONCEPT DESIGN

1. Purpose of Report

The purpose of this report is to seek approval on the final concept design to enhance Cog Park's recreational and aesthetic qualities.

2. Executive Summary

Cog Park is a highly visible area on the City to Airport Scenic Route following Evans Bay Parade. The park comprises approximately 1.2 hectares of reclaimed land. Unusually for Wellington, the land is flat, is directly adjacent to the harbour and is in public ownership.

Because the park's buildings used only temporary construction materials in the 1950's, the area has gradually degraded to a point where decisions and action are needed. The December 2005 fire destroyed most of the Sea Cadets' premises intensifying the significance of this situation. The Council has budgeted \$1.05M in the Annual Plan/LTCCP to enhance the park environs. Redevelopment of the park will provide integrated, quality recreational and amenity benefits for the area and its users.

All the buildings, except one, are Council-owned and have provided accommodation for marine-based activity youth clubs since 1967 following the demise of the trans-Tasman TEAL flying boat service in the mid 1950's.

After many design iterations, a preferred broad level concept design has been determined through input from community representatives, Council officers, the on-site clubs and a design team. The redesign introduces, for the first time, public utilisation of the park without having to share it with dogs or vehicles.

The recommended concept design is consistent with the Terms of Reference (refer Appendix 1) as approved by the Built and Natural Environment Committee in 2003. The Terms of Reference sought to investigate and "*identify favoured design concept(s) and potential implementation scenarios*", with more detailed level plans following Councillor approval.

Three clubs wish to continue their presence on the park using their own funding for replacement buildings. If the clubs are not able to raise the required building funds, the project would not proceed in its present form; one of several scenarios could then take effect. Assuming that they have the funding, it is proposed that a ground lease would encompass the building footprints with stringent conditions to ensure that their presence and use complemented the park's newly enhanced public amenity and recreation role.

3. Recommendations

It is recommended that the Committee:

1. *Receive the information.*
2. *Agree to the concept design to enhance Cog Park.*
3. *Agree to Council officers commencing redevelopment of the park subject to the clubs providing sufficient evidence of their ability to potentially fund construction of the new club buildings, and the achievement of regulatory consents and construction tender processes.*

4. Background

This section of the report summarises the physical features and activities that currently make up Cog Park prior to any redesign. The development of the proposed concept design took the following issues into account as to whether they should be removed, enhanced or modified.

4.1 The Existing Park

Cog Park is Council-owned land situated seaward of Evans Bay Parade on the eastern margin of Hataitai (refer Figure1). The park takes its name from the 4.6m diameter cog originating from the former Patent Slip stream engines. The park area is the only significant area of under-utilised flat public land to directly border the inner harbour.

Cog Park's coastal edge comprises a 5 metre wide Local Purpose (Coastal Esplanade) Reserve, while the rest of the site is freehold land. Both the park itself and Hataitai Beach are zoned 'Open Space A' under the Wellington City District Plan.

Cog Park is basically elongated but irregular in shape having been reclaimed in two stages in the 1950's and 1960's. Geotechnical investigations have confirmed that the land is sufficiently stable for at least single storied slab floor buildings without the need for additional foundations and that there is no known soil contamination.

The immediate coastal edge is less suitable for building due to the action of the sea along the edge. The northern half of the reclamation was initially used for boat building, but was converted to a grass area in the early 1970's including siting the cog.

Two large prominent boulders are sited in the redevelopment area; it is not known whether they have any particular significance or are purely aesthetic in nature, although the latter is suspected. It is expected that they will be appropriately integrated in the redevelopment.

The park is presently utilised for:

1. A Dog Exercise Area - approx 5,150 sq m, and
2. Maritime youth club buildings and vehicle access areas - approx 5,335 sq m.

The difference of approximately 1,500 sqm equates to the coastal esplanade reserve.

Prior to the December 2005 fire, the southern half of the site had six (now five) Council-owned buildings which date back to the mid 1950's flying boat base and its subsequent use by the Air Force. The means of construction and materials used for these buildings would suggest that they were relatively short term solutions with an expected economic life of possibly 20 years.

Consistent with the project Terms of Reference to redevelop Cog Park (refer Appendix 1), a series of investigations were undertaken to ascertain what resources, attributes and assets currently exist, and how the area could be most appropriately modified to upgrade it within the given financial constraints. Based on these, a set of 'Design Principles' (refer Appendix 2) were established to help determine the project direction, priorities and outcomes.

A series of technical reports assisted throughout the decision-making process for the concept design (refer Appendix 3). Since these investigations were conducted, the project was reviewed in late 2005 in light of redevelopment considerations by the Evans Bay Yacht and Motor Boat Club. It was reconfirmed that Cog Park should be redeveloped in its own right and that the clubs in particular should continue to operate from this area because of their historical links with Cog Park. Importantly, the site also affords sheltered waters, and separation from motor and sail-powered craft.

4.2 The Clubs and Buildings

Cog Park currently accommodates four community clubs, namely:

1. Kupe Canoe Club – 100 adult members
2. TS Amokura Sea Cadets – 40 children & teen members
3. Port Nicholson Sea Scouts – 40 children & teen members
4. Britannia Sea Scouts – boat repairs and storage

The clubs have occupied the southern end of the park in the former TEAL flying boat buildings for the past 40 years. In addition to their members, the Sea Scouts and Sea Cadets also have numerous volunteer assistants to help instruct the children and teen members; their buildings also accommodate boat and associated equipment storage.

Club numbers are frequently boosted by visitations from affiliated clubs for events such as weekend regattas. The clubs conduct meetings and activities in the buildings and outdoor areas including the repair of boats and the organisation of fund raising activities.

The Port Nicholson Sea Scouts and Britannia Sea Scouts have been considering merging for some time, but the building rationalisation associated with redevelopment of the park and the recent fire have effectively forced this. The Britannia Sea Scouts have requested that they retain a boatshed on the park to supplement their existing building further along Evans Bay Parade where both groups would combine their activities.

Kupe and TS Amokura have expressed a preference to remain based at Cog Park because of their desire to have direct access to calm inner harbour waters for their

boating activities. If either club had to relocate either to a more exposed area of the harbour such as Shelly Bay or an inland location, this would defeat much of their *raison d'être* and may lead to their rapid demise without direct access to a calm launching area.

4.3 The Club Buildings

The buildings are now over 50 years old, and investigations have confirmed they are now beyond economic repair. A seventh building, a 20 year old 'Skyline' garage, belonging to the Kupe Canoe Club will be removed from the site because of its inappropriate design, and its limited life expectancy especially in the maritime conditions.

The buildings were formerly used by TEAL for their amphibious aircraft covering the trans-Tasman route in the mid 1950's. The buildings were used for flight control, administration, passenger terminal, engine repairs and fuel bunkers.

The declining condition of the buildings together with the continued role of the youth clubs provided the primary impetus to assess the area's future and determine how its potential could be best achieved.

The Council owns all of the buildings other than the Kupe Canoe Club 'Skyline' garage building. The project design process gave careful consideration to refurbishing them, but this would essentially mean rebuilding them and without any guarantee that they could be made wind (draught) or water proof. Consideration was also given to relocating the buildings or parts of them, but these options proved to be risky and uneconomic. At the moment they are unsightly to the many visitors who pass to and from the airport, as well as to local users and residents.

Background investigations covered numerous aspects with regard to the buildings and overall site:

- Buildings should not be built too close to the edge between the reclamation and the sea as subsidising could occur where the land is affected by tidal wash and wave action. Also, buildings sited parallel to and close to the coastline form a visual barrier as well as a potential safety issue; note this has not been an issue to date.
- Retention of club activities on Cog Park, taking into account historical links with the park, other park uses, park linkages, current and predicted club memberships, future needs, aesthetics, ground conditions, boat safety, boat launching and landing options, availability of other areas and sea conditions.
- Consultant engineers' reports concluded that despite the attraction to retain the historical connections from the flying boat service, the buildings are now beyond ongoing economic repair.
- Prior to the fire, special attention was paid to possibly retaining the 'core' of the flying boat passenger terminal. However, a storm in April 2005 confirmed engineers' suspicions that they were unable to guarantee the building's 50 year old prefabricated construction could be made weather-proof. In that sense, it could only be used for the storage items, but obviously the fire resolved this issue.

The buildings act as a base for both land and sea-based youth and adult activities. The clubs operate primarily in the evenings and weekends involving teenagers learning boat and general survival training skills, boat repairs skills, canoeing and kayaking, and as a base for land skills such as camping.

4.4 Dog Exercise Area

The existing Dog Exercise Area currently comprises the entire existing grass field at the northern end of the park (refer Figure 1). This area is currently bisected by a public path which poses an undesirable mix between dogs and the general public, including cyclists and children. Following redevelopment of the area, this mix will be even less tenable. The area is surrounded by a rusted wire mesh fence. Refer to section 5.6 regarding the relocated Dog Exercise Area.

4.5 Vegetative Cover

Currently, about half the total park area is currently grassed, but because it isn't irrigated and is planted onto sandy soil, it is in poor condition especially through summer. In addition, use of the grass area by the general public is compromised because it is a designated Dog Exercise Area. This area is surrounded by semi-mature Norfolk Island Pines and Pohutukawa, and 4 mature Pohutukawa. Most of the Norfolk Island Pines have been in an extremely unhealthy condition for the past year and do not appear to be recovering.

In addition to these trees, several self-seeded Pohutukawa have grown through the coastal rip rap rocks. Refer to section 5.2 regarding future tree plantings.

Figure 1: Cog Park – Existing Layout

5. Concept Design

Currently, the only freely available public area at Cog Park is the neighbouring Hataitai Beach. For this reason, the concept design team determined that a large open space area should adjoin and thereby complement the beach to provide a recreational connection and visual backdrop to the beach.

In addition, the presence of the club buildings on the narrowest part of the park severely limits access routes or other uses especially when associated vehicle access is taken into account. Accordingly it was concluded that any club buildings are better located at the widest (northern end) part of the park where they don't constrain the overall ability or quality of the recreational experiences able to be achieved.

5.1 Design Process

Following assessment of the park's existing features (refer section 4), including the club organisations and their activities, various concept design iterations were formulated, and the merits and disadvantages of each vigorously tested. A set of design principles are attached in Appendix 2 – these formed the basis for developing various concept designs and area based on the area's inherent potential, and observation of current patterns and activities.

The concept designs were assessed against issues such as affordability, ongoing maintenance, aesthetics, use flexibility, recreational activities able to be conducted, linkages within the park, the road and the coastline, public versus club use, maximising park usage between seasons, heritage values, pragmatism, public safety, micro-climatic conditions, legal issues, solar access (shading) and accessibility.

Another important consideration in the design process was the safe and sheltered harbour setting that this location provides for small boat users in the lee of the hills from the prevailing north westerly winds. This aspect pertains to older children/young teenagers being tutored by the clubs, as well as adults in canoes and kayaks.

5.2 Reformatted Park Design

A key feature of the new design is the introduction of public recreational use of the park. This is achieved through a large grass field interspersed with trees around its periphery. To supplement the grass expanse, an all-weather recreation surface will be installed for a variety of ball games and as an all-weather parade ground for the clubs. Possibilities include a backboard on one side, and a netball and basketball goal at opposite ends.

The footpath through the park will be realigned and become a feature element so that it follows natural access lines between the Patent Slip pier and Hataitai Beach. The four existing large pohutukawa trees will remain and augmented by a grove of trees and underlying low level shrubs or grass. The trees will be limbed so that lines-of-sight are retained for safety reasons and to let light filter through.

Along the coastal edge, the rock rip rap requires repairs in two locations. The existing wooden boat ramp and pier will be removed, while the concrete wharf will be retained. A new boat ramp and floating pontoon will be constructed at the northern end of the park in close proximity to the new club buildings (funded by CX349 Coastal Renewals). It is proposed that vehicle access to these facilities will be limited to the clubs, while the general public will be able to launch canoes and such craft by hand.

It is proposed to relocate the cog back to the inland side of the road to the recently created Evans Bay Patent Slip Heritage Area. Relocation of the cog from this park may suggest that the park should be renamed to reflect its new focus

5.3 Design Outcomes & Benefits

Enhancement of the Cog Park area will provide an affordable, pragmatic solution that also addresses the area's urgent needs since the fire. It also will result in a quality recreation venue on a Principal Road (Evans Bay Parade) which is accessible to both private and public transport, and on an already well used walking, jogging and cycling route.

The proposal augments the adjacent sheltered part of the inner harbour which is also free of large craft found in the Evans Bay Marina area. In addition, the enhancement will result in the removal of rusted fenced fences, dying trees, building demolition material used as rip rap thus improving the appearance of the area.

Above it all, it will increase of the overall value of the park to the community consistent with the draft 2006-2016 Social and Recreation priorities by providing an enhanced use of the area especially for youth.

At a broader level, enhancement of the park will result in a vastly improved open space environment especially for eastern, central and southern suburb catchments, and more specifically for children and teens using the club facilities, and adult kayakers and canoeists. The aim of the project is to make the area a desirable destination rather than a place that is presently by-passed because of its unattractiveness and lack of provision for use by the general public (refer Figure 2 for the concept design).

Key features of the proposed concept design include:

- The creation of 4500 sq m of quality open space recreation area – the largest grass area measures approximately 90 x 30 metres.
- An opportunity for the clubs to replace Council's rundown buildings with their own purpose-built buildings.
- Creates an enhanced aesthetic environment for clubs to operate in, potentially boosting their numbers.
- Efficiencies in space utilisation; currently the general public has no allocated space; this will increase to approximately 75% of the park area. (refer Appendix 4)
- Relocation of the Dog Exercise Area across the road to a little used area; this will remove free-roaming dogs from the park's only grass area which is also crossed by a public footpath.
- The removal of a slippery, steep boat ramp and wooden pier, and their replacement with a new floating pontoon and boat ramp giving paddle-powered

boats a safe, purpose-built launching and landing facility (funded by CX349). It is proposed that the existing concrete wharf will be retained.

- A fenced all-weather recreation surface that will serve multiple roles including a year-round hard court and parade ground for the Sea Cadets and other informal ball pursuits.
- A new large flat irrigated grass area that will be linked to the existing beach providing an all-season attractive coastal setting for both active and passive recreational use.
- Repairs to the rock rip rap to prevent undermining through wave action.
- Provision of a specific area where the clubs can site their new club buildings; this will allow the clubs to dedicate their funds and time to programmes for the children and young adults, rather than building repairs.
- A dedicated compact car parking area will be provided with safe entry and exit points rather than cars parked randomly spread over half the park area.
- Provides an enhanced recreation area to cater for the area's increasing residential demand.
- Removes areas where the general public can presently park cars out of sight.
- As Cog Park is highly visible from neighbouring residents, the changes will also be quite evident from the City-to-Airport Scenic Route around Evans Bay Parade as well as park users. (refer Figure 2 for the Concept Design)

5.4 Financial Resources

Funding for the redevelopment of Cog Park was originally approved in the 2003/04 Annual Plan to commence in 2005/06 as indicated in the table below. As the table also shows, it is proposed that the project will now be spread over 2 (not 3) financial years so that it will be completed by the end of the 06/07 financial year. This change is for practical construction reasons with no change to the total project cost.

2005/06 Annual Plan		2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	TOTAL
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	
CX455	Cog Park redevelopment	400	350	300	-	-	-	-	-	-	-	1,050
CX455	Cog Park redevelopment	400	350	300	-	-	-	-	-	-	-	1,050

2006/07 Draft Annual Plan		2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	TOTAL
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	
CX455	Cog Park redevelopment	400	650	-	-	-	-	-	-	-	-	1,050
CX455	Cog Park redevelopment	400	650	-	-	-	-	-	-	-	-	1,050

Maintenance Opex for the park is expected to be close to cost-neutral or, possibly marginally more (a maximum of approximately \$5K p.a.) to cover the establishment of the new trees under the concept design scenario. The reason for this is the low cost of maintaining new, easy to mow grass and the newly paved surfaces compared with the current management of broken carpark seal and caring for six marginal buildings.

Supplementing the park's Annual Plan budget are the following:

- Scheduled Asset Maintenance of the adjoining Hataitai Beach toilets in 07/08
- Coastal Renewals Annual Plan project (CX349) of \$100K scheduled to be used on the new Cog Park wharf and slipway in 06/07
- Funding for construction of the replacement and ongoing maintenance of the club buildings will be provided by the clubs

Quantity Surveyor cost estimates were prepared for the redevelopment design concepts and used as the basis for determining considerable cost savings in order that an affordable design scenario was achieved.

5.5 Building Ground Lease

In order for the clubs to have continued use of the site they have occupied since 1967, it is proposed that they will fund the construction and maintenance of their own buildings. Under this scenario, the clubs would lease an area comprising the footprint of their new buildings. Approval of the ground lease for these buildings will be subject to a separate approval process once lease details have been resolved.

Ongoing discussions have been held with the TS Amokura Sea Cadets club and Kupe Canoe club for a ground lease which will be subject to a number of conditions. In order for this to occur, the club(s) will need to have sufficient security over the site for them to access funds against that security. Ground lease conditions will define issues such as the building rights of renewal, dimensions, colour, materials, and maintenance so that they remain in keeping with the surrounding park environment. Council's Annual Plan/LTCCP funding will therefore focus on redeveloping the open space elements to complement both club and the general public's activities.

Prior to the Council entering into a ground lease, the Sea Cadets will finally need to demonstrate sufficient evidence of the clubs' ability to fund the construction of the new buildings so that it is assured that the proposed building work will be completed, and in the manner and the time frame prescribed by the Council. This could take the form of a bond or a guarantor (not Council) such as the Sea Cadets national body to ensure that the Council or public use of the park is not compromised.

If the clubs cannot raise sufficient funds to develop their buildings, the proposed plans would have to either cancelled or modified. In this circumstance, one of three scenarios would then take effect; the clubs would have to locate to elsewhere in the City, the project could be delayed until they had raised the required funds or the project not proceed at all and the Sea Cadets in particular would make do with the remaining buildings given that their own building was lost in the recent fire.

5.6 Relocated Dog Exercise Area

The Council's Animal Control Officer agrees that the Dog Exercise Area could be re-established on a little-used open space area on the inland side of the road to enable more appropriate utilisation of the coastal park area. This land is Zoned Open Space A as well. The relocation of the Dog Exercise Area is a key to the redevelopment of the coastal park area; without this space, the club buildings (whether new or existing) would have to remain on their current site.

Relocation of the Dog Exercise Area directly across Evans Bay Parade from the present area would not only achieve separation of dogs from the general public using the existing or proposed new path through the park, but would also facilitate better utilisation of the redevelopment area as a quality coastal park. The road side of the new Dog Exercise Area would be surrounded by a new wire mesh fence similar in nature to the existing area.

5.7 Resource Consents

While resource consents will be required for several aspects of the new work (such as earthworks, building gross floor area), the planning scoping report does not foresee any significant hurdles in this respect given the positive improvements being proposed for this open space amenity and the nature and scale of the existing uses on the park. A high level of support also seems evident from earlier initial discussions with neighbours and the local residents' group.

It is likely that only limited notification will be required to achieve sufficient agreement with potentially affected parties. Not all aspects of the redevelopment, such as planting vegetation and path networks, require resource consent and can therefore be progressed as early as possible.

Figure 2: Cog Park - Preferred Concept Design

5.8 Next Steps

Once the proposed concept design plan is approved, it will be shared with residents overlooking the Park following further detailed design level. Application for resource consent will follow and construction commenced in line with approvals. During construction, public safety, access and curiosity will be satisfied with appropriate measures as identified in a construction management plan.

Although the concept designs have further advanced since residents overlooking Evans Bay Parade and the Hataitai Residents' Association previously reviewed them, the same overall concept has been retained. It is proposed to commence work mid 2006 following the tendering process, with one of the key aims to plant at least some of the grass areas in spring 2006 and then again in April 2007 with the last works to be completed by June 2007.

Details concerning the ground lease with the clubs needs still need to be finalised including, ensuring the club's funding arrangements are adequate to complete the task within the criteria agreed with the Council.

Prior to the removal of the existing buildings, the new club buildings need to be constructed for the clubs to move into. Because of the need to integrate the design and placement of the club buildings with the surrounding park environment, the Council is assisting the clubs with the building design plans and gaining resource consents for the buildings to ensure quality public open space areas.

6. Conclusion

The concept design will considerably enhance Cog Park's recreation and aesthetic qualities compared with the present layout, potential usage and asset standard. Implementation of the concept design will provide an opportunity for the general public to make use of the area which, up to now, has been highly limited due to the total dominance of the Dog Exercise Area and the club building/parking area. Besides providing an ongoing activity base on the park, this location provides the clubs with continued use of an ideal location for their marine-based youth activities.

Locating a new large open space area at the southern end of the park provides a natural linkage with Hataitai Beach for both passive and active recreation users. The planned new club buildings will provide a far higher quality and more efficient use of that space, especially through the non-replication of services such as changing and toilet facilities, kitchens and meeting rooms.

The combination of the new proposed club buildings and quality open space environment provides an overdue enhancement for the Cog Park area consistent with Council's draft Social and Recreation Strategy priorities spanning 2006 to 2016.

Contact Officer: *Bruce Geden*
Strategic Projects Manager
Recreation and Events

Terms of Reference

*Approved by the
Built & Natural Environment Committee
7 April 2003*

The Terms of Reference comprise the following tasks:

1. To determine the current nature and condition of assets, uses and liabilities relating to the site;
2. A SWOT analysis to determine future demands, trends, impediments and options for the future; and
3. To identify favoured design concept(s) and potential implementation scenarios based on a set of criteria and priorities.

The site will retain one of its current primary roles for recreation/open space activities so that it will continue to be freely available for general public use. However, other compatible uses may also be considered for its future that take advantage of, or augment the site's developed or natural features or uses, such as its sheltered inner harbour location and the beach.

The following lists the actual components within each of the above tasks:

1. *Background/Inventory of existing resources, uses and status*

- Ground conditions and spatial allocations (buildings, car parks, open space)
- Sea/land interface (including coastal structures)
- Land/road interface
- Buildings, utilities and services, including possible heritage issues
- Current user group activities
- Legal (land and building) tenure and tenancy arrangements
- Attractions, detractions, benefits & constraints
- Existing Council resources in the vicinity
- Past studies, condition surveys and considerations
- District Plan and reserve status
- Council lease policies & precedents
- Linkage with adjacent Patent Slip road realignment and land use proposals

2. *Future Considerations*

- Existing & future tenants perspectives and aspirations
- Community perspectives and aspirations
- Viability & future of existing groups (financial and membership)
- Effective and efficient spatial usage
- Alternative locations for any of the user groups
- Alternative land use opportunities (best fit)
- Ability & willingness of parties to form partnerships &/or synergies
- Suitability & appropriateness for commercial use
- Existing & new buildings
- Open Space uses and linkages (both north and south)

- Parking & access
- Beach & open water interface
- Planning/resource consent implications
- Activity and layout options (what goes where)
- Selection criteria & priorities

3. *Preferred concept(s) & implementation plan*

- Accommodating community uses
- Open space/road/residential/beach/harbour interface options
- Unresolved issues
- Risks & legal status
- Immediate/short term situation
- Medium/longer term resolutions
- Council's potential role as funder/provider/facilitator
- Possible commitment levels (financial and organisational)
- Design Concepts (both at site-specific & the broader Greta Point to Hataitai Beach levels)
- Costs/benefits (pros & cons)
- Indicative Costs
- Implementation Programme

The Terms of Reference will be confined to investigating and identifying preferred scenarios at a **broad concept level** rather than at the detailed design level. A more detailed level will follow once Councillors have had an opportunity to consider and approve one or more of the concept design outputs and their implementation scenario(s).

Cog Park ‘Redesign’ Principles

The following design principles/assumptions have become implicitly evident or explicitly agreed by the design team as planning of the project has evolved:

1. General Considerations:

- Although comprising 1 ha (2 rugby paddocks) use is presently confined to a youth club & dog exercise area & is not general public use
- Want to create more like a 12hour (say 9am to 9pm)/7day usage; at present use is highly intermittent i.e. underutilised
- Take account of & be realistic about the area’s exposure to some weather conditions – however, no different from most of Wgtn though- sheltered from ‘fine weather’ northerlies
- It is adjacent to Evans Bay Parade; a major traffic thoroughfare; creating pros & cons
- Further residential development is quite likely on the inland side of the road
- Needs to look attractive – the ‘feel good factor’; not just another open space
- Needs to be ‘different’; not run of the mill’ to reflect City-to-Airport Scenic route status
- Value for money – works in & around the sea is expensive; what are the priority items?
- Cafe possibility - \$\$ of significant value – may allow us to implement a strong ‘point of difference’ & 12/7 usage – has to be a win-win though
- Able to be staged to reflect budget spread
- Ignore possibility of a sculpture at this stage
- Club buildings presently too close to the sea re public access, visibility & structural integrity
- Car park spaces to avoid tree driplines
- Retention of the four large Pohutukawa is assumed for reasons of aesthetics & cost

2. Who are we designing it for (in no priority):

- Youth Clubs with association with the sea
- Boat (hand-propelled) clubs i.e. not sails or motors
- Rowing & waka ama clubs? We will just proceed ignoring this at this stage.
- General public access to site virtually non-existent – presently totally dominated by dogs & clubs); needs rectifying to maximise site’s values
- Family focus especially at the city-wide catchment level
- Sanctioned events (i.e. clubs & WCC combined)

3. Activities

- Club administration offices, meeting rooms & small boat storage/ associated amenities
- Informal activities such as ball kick around /frisbee etc.
- Organised events (by clubs or WCC-sanctioned or organised events)
- Provide power & other utilities (e.g. drinking water) to facilitate outdoor events
- Picnic/BBQ setting
- Playground
- Court/parade ground/multi-purpose all weather area
- A light refreshments outlet or a ‘Chocolate Fish’ or a ‘Doyles’
- Multi-sports
- Swimming (i.e. lanes)

Buildings:

- Maximise harbour vistas from the park & where possible from the road & neighbouring houses i.e. minimise buildings parallel to the shoreline
- If possible (i.e. practical & desirable), use former flying boat buildings
- Keep building heights approximately the same height as existing buildings
- Minimise shady or 'cold spots' especially around building entrances
- Make the entrances to toilets & other buildings obvious & proximal to the road side
- Minimise duplication of club facilities by maximising communal usage
- Provide practical maintenance vehicle access to buildings for cleaning, rubbish collection, heavy club boat movements
- Where possible share vehicle entrances/thoroughfares (i.e. avoid duplication)
- Contribute to the life & vitality of the park

4. Layout (in plan)

- Club buildings to be located principally at the northern end of park
- Create linkages between the new grass area and the existing beach
- Create functional linkages between the club buildings & the sea; paths & ramps
- Wants to have an open' inviting feel about it; not closed off from the street as though it is not meant for general public
- Minimise cross pedestrian and traffic 'intersections' within the park
- The dog exercise area can be catered for on the inland side of the road.
- Safety & visibility; both real & perceived
- Contract overall/gross building footprint
- Internalise public parking (from busy road) with exit near Patent Slip
- Keep esplanade reserve clear of buildings
- Shared pedestrian/cycle lane through park
- Keep average walk distance between car park & clubs & eating facility less than 50m

Cog Park – Supporting Technical Reports

- *TS Amokura Sea Cadets Building (Structural & Maintenance Survey)*
- *Port Nicholson Sea Scouts Building(Structural & Maintenance Survey)*
- *Cog Park Reclamation Geotechnical Investigation Report*
- *Cog Park Shadow Analysis*
- *Cog Park, Initial Investigations Report into Club Use & Heritage Values*
- *Refurbishment Feasibility of TS Amokura Building*
- *Scoping Report - Planning Requirements for Cog Park*

Appendix 4

Comparison of Existing versus Enhanced Park Areas

Existing & Enhanced Park Elements	Existing Areas (sq m)	% of Existing Park Area	Proposed Areas (sq m)	% of Proposed Park Areas
Cog Park Legal Entities				
Esplanade Reserve (Cog Park confines only)	2500			
Core Open Space Area	9640			
Road Reserve (<u>but</u> included as park)	150			
Total Park Enhancement Area	12,290			
Cog Park Activity Elements				
1. Dog Exercise Area	5,110	42%	0	0%
2. Undefined Vehicle Access	4,184	34%	0	0%
3. Council Building Footprints (pre 2005 fire)	1,266	10%	0	0%
4. Coastal Edge Rock Rip Rap	850	7%	850	7%
5. Pedestrian Network	880	7%	3,576	29%
6. Public Open Space Recreation Areas	0	0%	4,521	37%
7. Designated Vehicle Parking	0	0%	950	8%
8. Club Building Footprints	0	0%	800	7%
9. Block Amenity Plantings	0	0%	723	6%
10. All-weather recreation surface	0	0%	450	4%
11. Boat Loading/Parade Ground	0	0%	420	3%
Total Park Area	12,290	100%	12,290	100%
Relocated Stand-Alone Dog Exercise Area			1,800	

Supporting Information
<p>1) Strategic Fit / Strategic Outcome</p> <p><i>The Cog Park redevelopment concept design contributes to:</i></p> <p>Outcome 1.1: Liveable City <i>Wellington is a great place to live and offers a variety of places to live, work and play within a high quality public environment.</i></p> <p>Outcome 1.2: Memorable City <i>Wellington is a memorable, beautiful city, celebrating its distinctive landmarks, defining features and heritage.</i></p> <p>Outcome 2.1 Safety <i>To ensure that people in Wellington feel safe at any time.</i></p> <p>Outcome 5.3: Open Space Recreation <i>Accessibility to Wellington's open spaces, including the coastline harbour, parks, Town Belt and Outer Green Belt and the provision of a wide range of recreational opportunities that do not compromise environmental values.</i></p> <p>Outcome 7.1: Recreation Opportunities <i>To offer a diverse range and abundance of quality recreation and leisure activities.</i></p>
<p>2) LTCCP/Annual Plan reference and long term financial impact</p> <p><i>The redevelopment budget comprises a combination of:</i></p> <ul style="list-style-type: none"> • <i>The already identified Cog Park Redevelopment Annual Plan/LTCCP project budget (CX455) \$400K, \$350K, \$300K respectively for this and the subsequent two financial years</i> • <i>Asset Maintenance of the Hataitai Beach toilets in 07/08</i> • <i>The Coastal Renewals Annual Plan project (CX349) is being applied to the wharves and slipways \$100K in 06/07</i> • <i>Funding for construction of the replacement club buildings will be provided by the clubs</i>
<p>3) Treaty of Waitangi considerations <i>No known Treaty issues apply in relation to the proposals to redevelop Cog Park.</i></p>
<p>4) Decision-Making <i>Assuming the concept design plan is agreed to, application for resource consent will be lodged in early 2006 and construction commenced in line with approvals.</i></p>
<p>5) Consultation <i>Assuming the concept design plan is agreed to, it will be shared with neighbours to the Park and with the Hataitai Residents' Association for their comment and approval, hopefully before the end of 2005.</i></p>

6) Legal Implications

Council's lawyers have been consulted during the development of the concept designs, especially the relationship with the club and their proposed buildings.

7) Consistency with existing policy

The recommendations and the project outcomes are completely consistent with the Recreation Policy, and the draft Social and Recreation priorities for 2006-2016, especially those related to youth and the need to provide active recreation settings.