

TE KAUNIHERA O TE AWA KAIRANGI | HUTT CITY COUNCIL

Meeting to be held in the Council Chambers,
2nd Floor, 30 Laings Road, Lower Hutt on
Wednesday 27 March 2024 commencing at 2.00pm.

SUPPLEMENTARY ORDER PAPER

PUBLIC BUSINESS

7. MISCELLANEOUS

c) Avalon Skate Park design update and additional features

Report No. HCC2024/1/75 by the Director Neighbourhoods and Communities 2

MAYOR'S RECOMMENDATION:

“That the recommendations contained in the report be discussed.”

Kate Glanville
SENIOR DEMOCRACY ADVISOR

Report no: HCC2024/1/75

Avalon Skate Park design update and additional features

Purpose of Report

1. To seek feedback on the concept design for the new Avalon Skate Park and approval to fund additional elements.

Recommendations

That Council:

- (1) notes the concept design for the new Avalon Skate Park attached as Appendix 1 to the report and provides feedback;
- (2) agrees to fund the addition of a basketball half-court, CCTV and park furniture as part of the project at a cost of \$250,000;
- (3) notes there is \$109k in the 2024/25 budget to fund this and, if agreed, the remainder will be funded through reprioritisation of other projects and budgets which will come back to Council in May 2024;
- (4) agrees to the Communities, Culture and Partnerships Committee approving the final design on 1 May 2024 to enable procurement to get underway and project deadlines to be met.

For the reason that the new skatepark needs to be completed before the existing Melling Skate Park can be demolished to progress Te Wai Takamori o Te Awa Kairangi project (RiverLink).

Background

2. On 12 December 2023, Council confirmed Avalon Park as the location for a new skatepark, to off-set the loss of the Melling skate facility at Block Road which will be demolished as part of Te Wai Takamori o Te Awa Kairangi project (previously referred to and consented as 'RiverLink').
3. Under the project's consent, the replacement park is required to be complete and remain in continuous use before the removal of the existing skate park, so the project is working to very tight timelines.

4. In October 2023, officers also advised that consideration would be given to funding additional amenities identified as part of community engagement.

Progress Update

5. A spatial skate park design was submitted by Isthmus in November 2023. This was sent out with the tender for the Specialised Skate Park Designer. This spatial design included features requested by members of the Skate Park Advisory Group and the community.
6. The design tender was awarded in February 2024, with CONVIC being selected to take the spatial design through to the final 'Issued for Construction' design.
7. Additional community engagement has been undertaken including an online survey asking about skate park features, two presentations by the designer to both the Skate Park Advisory Group and general public, and specific demographic groups approached for feedback from a multiuser aspect. This feedback has been fed into the concept design which is included in the report attached as Appendix 1.
8. The Concept design has now been issued to Council (and Te Awa Kairangi Project Partners).
9. The design includes a basketball half-court and park furniture which is not within the current project funding envelope. Installation of CCTV cameras (\$35K) is also not within the funding envelope but is supported by officers.
10. Officers propose these elements be funded separately by Council. There is \$109k for Avalon Park in the 2024/25 budget which can be allocated towards this, and officers propose funding the rest through reprioritisation of other projects and budgets as needed, up to a total contribution of \$250,000. If approved, this would be reflected in Long Term Plan budgets presented to Council for approval in May 2024.
11. Given tight timeframes, the Communities, Culture and Partnerships Committee will be asked to approve the final design on 1 May 2024 to enable procurement to get underway and project deadlines to be met.

Climate Change Impact and Considerations

12. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide and the design would take environmental factors into account. Procurement would also be carried out with Council's carbon-reduction outcomes in mind.

Consultation

13. This is detailed in the report.

Legal Considerations

14. There are no further legal considerations.

Financial Considerations

15. The funding of demolition and equivalent replacement value of the skate park is funded under the Te Awa Kairangi project via Waka Kotahi NZ Transport Agency. An MoU is being developed between both Council and Waka Kotahi NZ Transport Agency for the proposed Avalon Park skate park, to clarify the limitations of Waka Kotahi NZ Transport Agency's funding.
16. Such funding cannot be held in abeyance, as stated by Waka Kotahi NZ Transport Agency, which ensures it is used timely to fund the replacement of the existing skate park to avoid delays to the construction programme for the project.
17. Council will be the asset owner and will be responsible for all future maintenance and renewals, as is the case with the Melling skatepark. Any additional amenity will require an additional operational budget in future years.

Appendices

No.	Title	Page
1 ↓	Te Awa Kairangi_Draft Concept Report	5

Author: Andrea Blackshaw
Director Neighbourhoods and Communities

Author: Jon Kingsbury
Director Economy & Development

Reviewed By: Jenny Livschitz
Group Chief Financial Officer

Approved By: Jo Miller
Chief Executive



TE AWA KAIRANGI SKATEPARK

DRAFT CONCEPT REPORT MARCH 2023

HUTT CITY COUNCIL

CONVIC

PREPARED BY



FOR



REVISION HISTORY

REVISION	REVISION DATE	DETAILS	AUTHORISED	
			NAME / POSITION	SIGNATURE
A	15.03.2024	DRAFT CONCEPT REPORT	BRYCE HINTON / DESIGN MANAGER	

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QUALITY INFORMATION

PROJECT NAME	Te Awa Kairangi Skatepark
PROJECT NO.	23912
PREPARED BY	Simon Bogalo
REVIEWED BY	Bryce Hinton

ACKNOWLEDGEMENTS

CONVIC Pty Ltd. Acknowledge the contributions of all those who participated in the preparation of the Te Awa Kairangi preliminary design report, including Hutt City staff, specialised consultants and residents, community groups and other stakeholders who responded to the various opportunities for input and/or who provided advice and information where required.

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01

INTRODUCTION

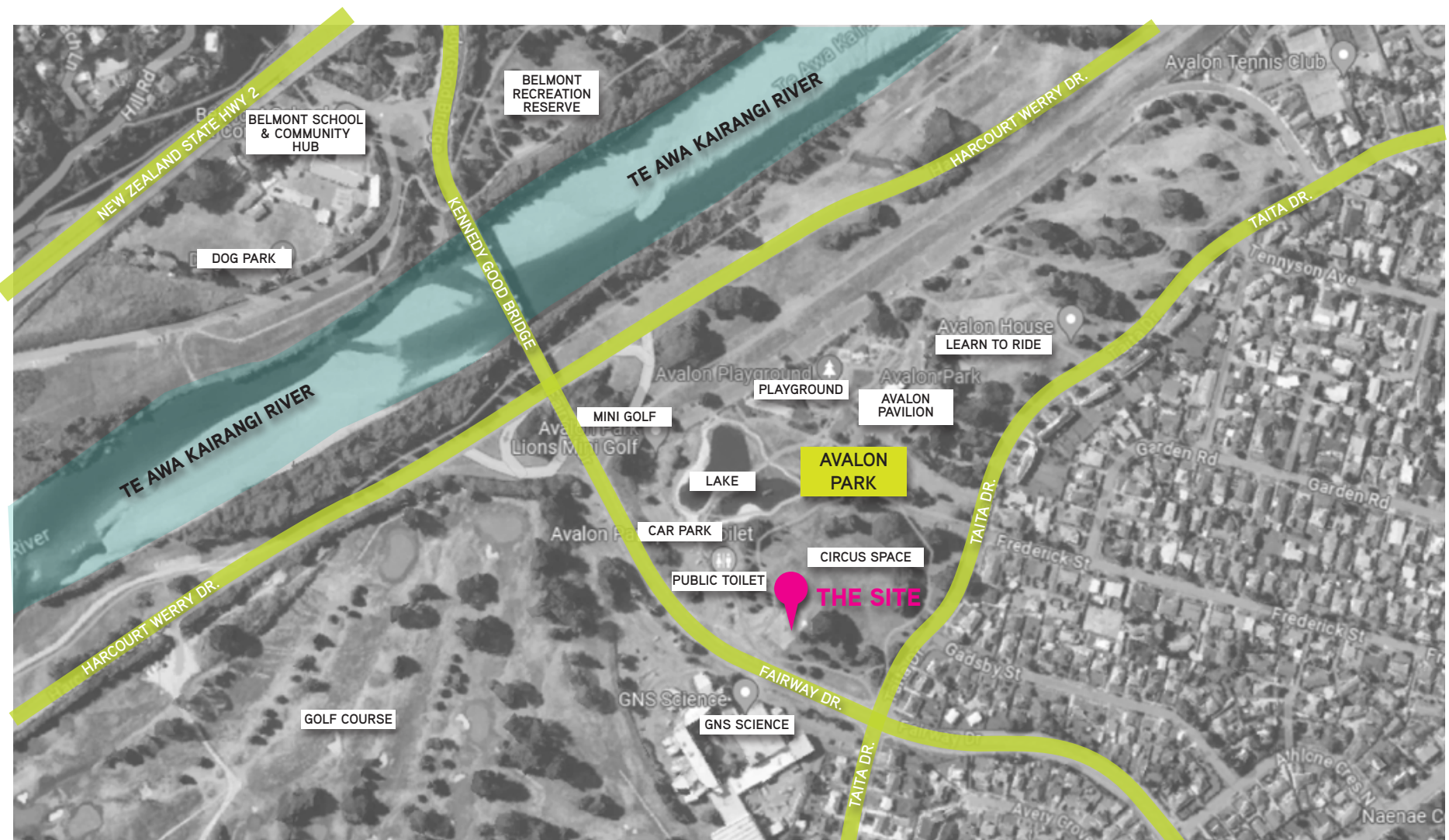
UNDERSTANDING SITE CONTEXT

Hutt City Council are proposing a new district scale skate and youth space as part of the Masterplan development of Avalon Park - replacing the old Melling skatepark on State Highway 2 and the current Avalon skatepark.

This new skate space will bring a contemporary facility into Avalon Park that compliments the destination level play space, events and recreation areas, parking areas, toilet facilities and overall parkland infrastructure.

The prospective site presents a great opportunity for Hutt City to develop a youth and family space in a vestige of relatively under utilised space. Easily accessible by vehicles and pedestrians, the space will be available to all demographics and provides the opportunity to lift the public profile of youth.

With the existing site features and proposed masterplan development, the facility will create a dynamic and activated central community hub to offer recreational and social experiences for all members of the community; from day to day usage to larger community events. As one of the foremost Youth spaces within the area it will be a strategic community hub for Hutt City and the wider Wellington region, becoming a key destination for youth in the area.



MASTERPLAN INTEGRATION

The proposed youth space will be developed in conjunction with Isthmus’ broader Masterplan works for Hutt City Council. It is integral that the youth space design is integrated into this approach and as such will take on key design principles to this area. The 30% Concept Design proposes further pedestrian network, basketball half court, chill out spots, additional planting and general park infrastructure.

It is vital that the skate and activity space integrates seamlessly into this recreation framework, ensuring a consistent design language is evident throughout the Avalon Parklands.

Legend			
	Existing Trees	A	Area A: Open and Flat - 33mx9m - Spine - 3-4ft Elements - Stairs, Boxes, Kickers - 4-5 Elements To Flow Together
	Proposed Trees		
	3 x Indicative Security Cameras		
	Garden Ben	B	Area B: Open and Flow - 22mx18m - 3-4ft Flow / Transition - Hip, Bank, 1/4 Pipe, Open Flow Sections
	New Lawn		
	Timber Clad Seating		
	Chill Out Spots	C	Area C: Street and Transition 34x10m Street Elements - Rails, Really Good Ledge, Manual Pad, Spine to Spine
	Shelter - shade and rain		Indicative Basketball Half Court
	Water Fountain		Light Pole
	Arrival Space		
	Wayfinding Signage		
	Rubbish Bin		
	Bike Racks		



03

PRE-DESIGN COMMUNITY ENGAGEMENT

CONSULTATION SUMMARY

As part of the previous consultation works prepared by Isthmus and Hutt City Council, key themes have been developed to drive the design direction into the draft concept design. These will be further tested and developed at the draft concept consultation:

- The facility will cater for beginner intermediate and advanced users. Skateboarding was the dominant user group however all other wheeled sports were nominated and such the space will cater to all riding styles.
- Majority of participants said they were more likely to use the park from 3pm - 9pm as well as throughout the day. This means the facility should look to allow for provision to skate into the night with lighting and shade shelters for the heat of the day.
- Many comments centred around a facility that gets the ‘fundamentals right’ with skate obstacles such as mini ramp, perfect ledge, rail, slappy kerb, kickers and good flow. **Careful consideration of layout and space to make sure the space is highly functional.**
- Avoid the traditional ‘concrete blob’ skatepark from the 90’s and look to create a skatepark that feels green, safe, family friendly and inviting.
- Many comments mentioned a perfect mini bowl and separate mini ramp.
- A flat area for beginners and people starting out.
- Park and ‘hang-out’ facilities will be required for not only active users taking a break from riding, but for spectators and supervisors of children. Seating, shade and a drinking fountain will be required to ensure the facility creates a comfortable, family friendly community space.



04

SITE ANALYSIS




SITE FEATURES

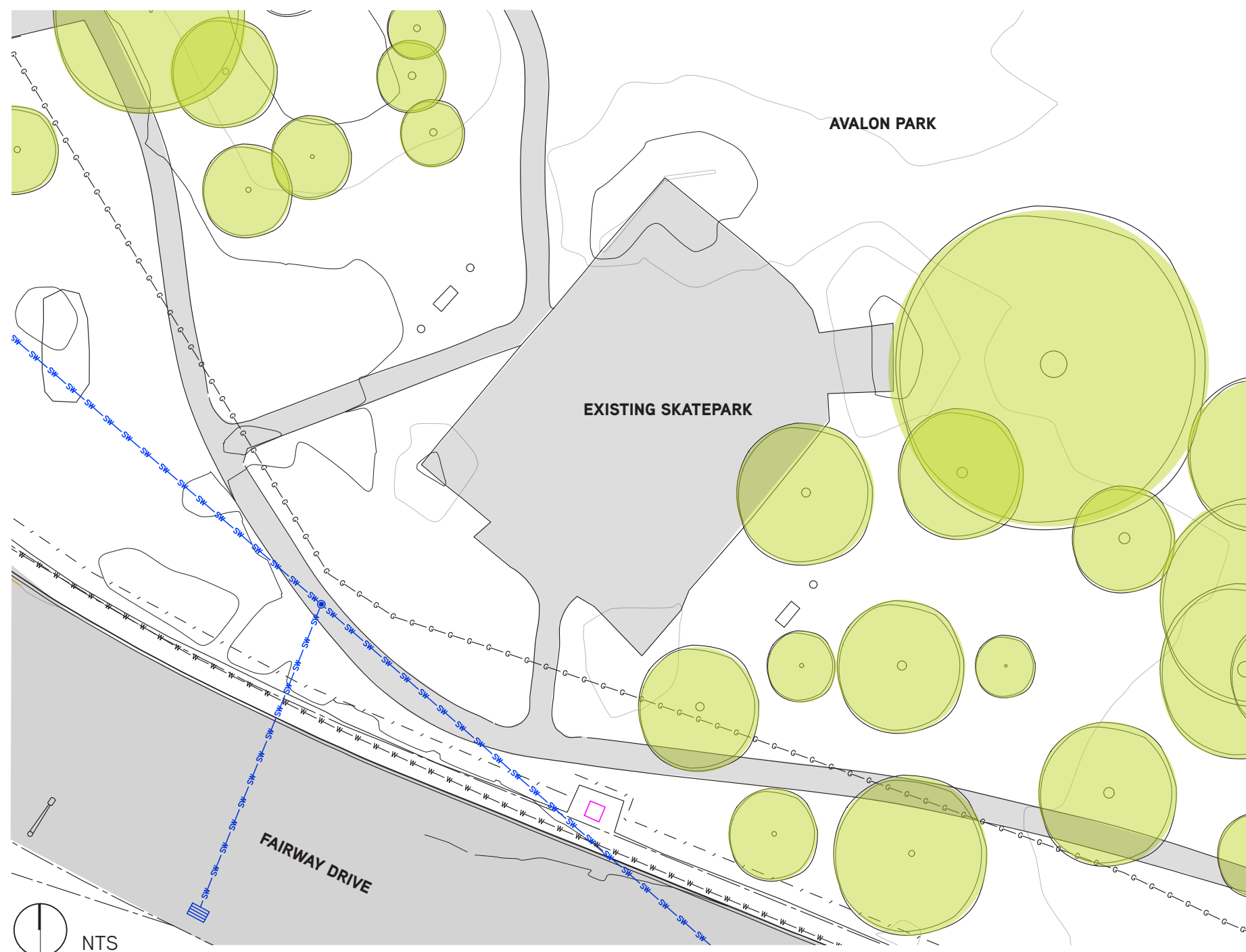
The site is located in the southern corner of Avalon Park between Fairway Drive and Taita Drive, in an open predominately flat grassed area.

The precincts main carpark is located directly to the west with Butterfly Lake and iconic T-Rex sculpture to the north. There is a large grassed area immediately adjacent to the north east that is used for events such as circus and markets. It is flanked by large mature trees and a pedestrian path network. The main arterial road, Fairway Drive runs along the southern border of the site with residential properties on the other side of Taita Drive in the east.

A key consideration that will shape the design is an **underground Gas line** that runs East West across the site parallel to Fairway Drive - this will require a 3-5m build offset.

SITE FEATURES

-  EXISTING HARDSTAND
-  EXISTING VEGETATION
-  0.1m CONTOURS



DRAFT CONCEPT REPORT | TE AWA KAIRANGI SKATEPARK

SITE ANALYSIS

VISUAL CONNECTIONS + CPTED PRINCIPLES

It is essential for the design of any youth-based facility to allow for and encourage clear views into, across, from and through the site. This promotes passive and natural surveillance for the space and discourages anti-social behaviour.

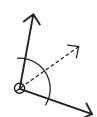
There are a number of vantage points into and out of the site that allow visual connection to take place, particularly along the southeastern interface with Fairway Drive.

Views also exist from the North, these areas are to be kept open and clear to avoid any areas that may be susceptible to anti social behaviour. Views from within the site out towards the broader Avalon Park are to be maintained and enhanced or added to throughout the conceptual development phase. Some vegetation may require crown lifting or removal to improve visual surveillance into the space.

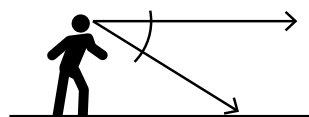
VISUAL CONNECTIONS



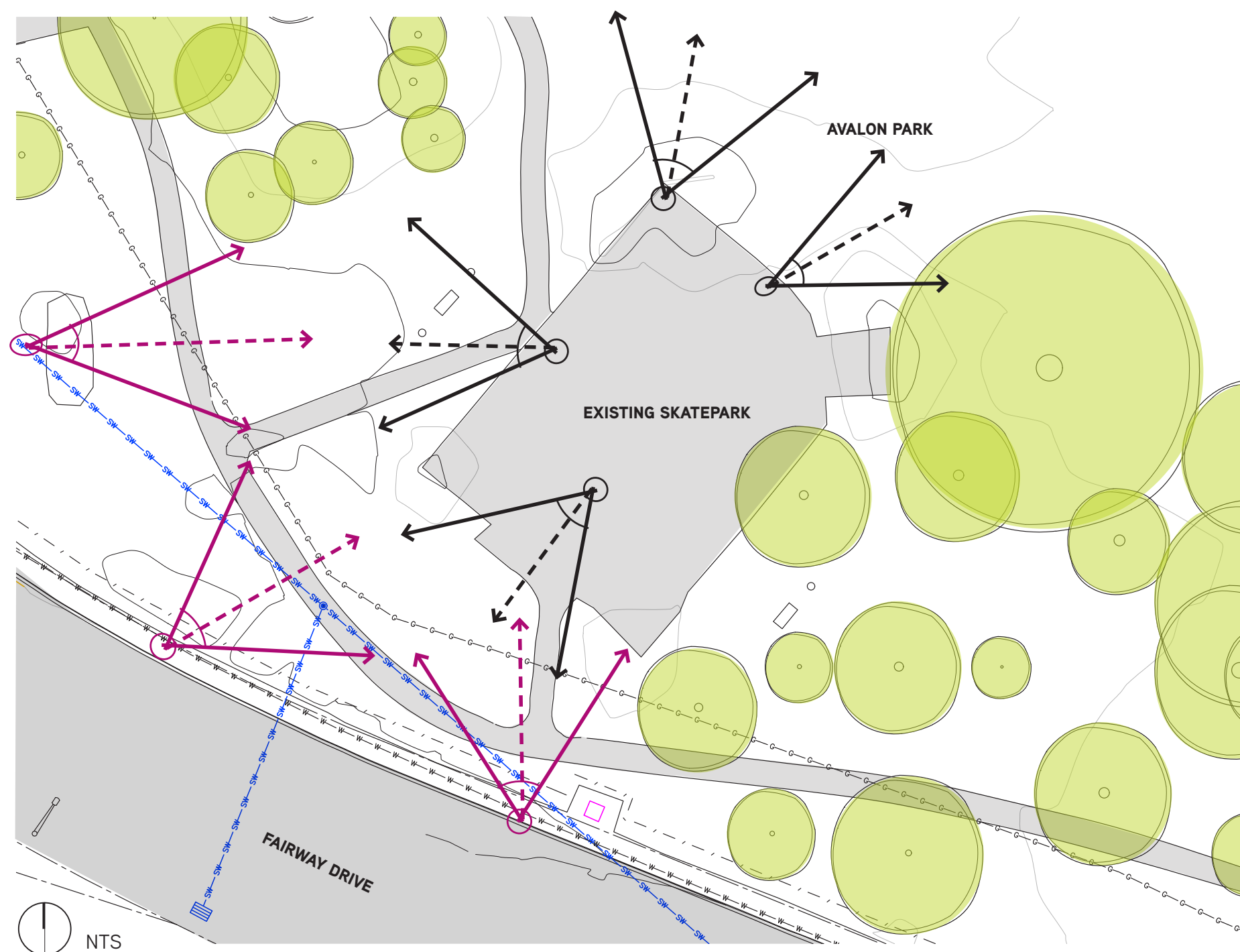
INTERNAL VIEWS



EXTERNAL VIEWS



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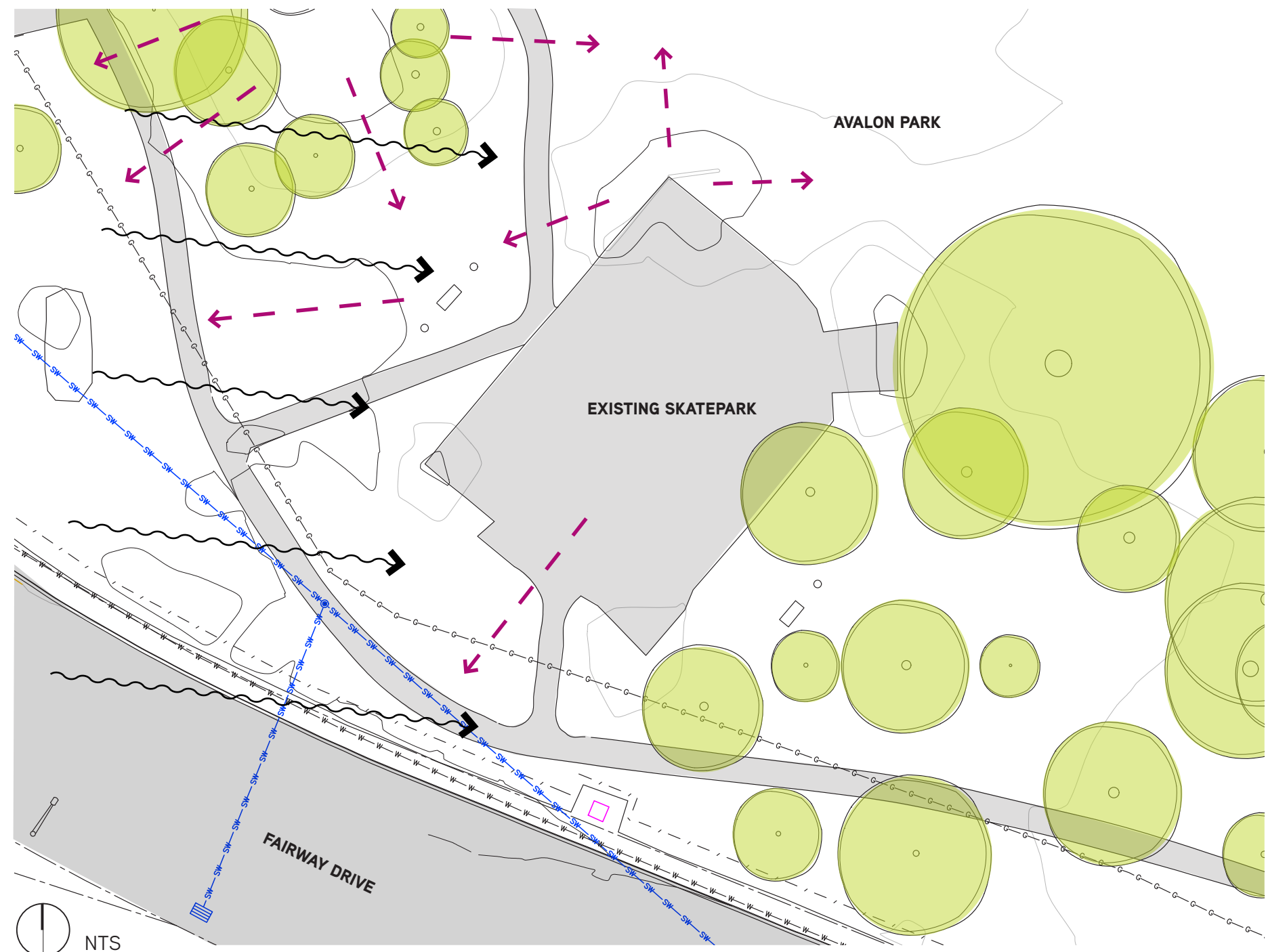
SITE ANALYSIS

TOPOGRAPHY, HYDROLOGY + ASPECT

The site has a flat grade with only the north western corner providing any hill or slope towards the skate area. There are four small areas of mounding at each corner of the existing skatepark rounding down from the skate features.

Due to the relatively low lying site, drainage will be a key consideration for design layout, grading and earthworks.

The direction of the afternoon sun is from the west, therefore shade / shelter design will aim to reduce solar impact and allow airflow to release and ventilate the space. Retention of site trees that provide shade and natural amenity will be a key consideration.



TREE IDENTIFICATION

- 0.1M CONTOURS
- - -> GRADE DIRECTION
- ~> AFTERNOON SUN



SITE ANALYSIS

CIRCULATION + ACCESS

The site is highly accessible for pedestrians with various existing footpaths entering the site. The primary access comes from pedestrian pathways along Fairway Drive linking from the designated carpark northeast of the site through to Taita Drive southeast. This network of footpaths all provide DDA access to the site. Maintenance and emergency vehicles can gain access via a gate from the carpark directly east.

This formalised car parking for the wider Avalon Park precinct offers a safe and accessible drop off zone for users of the skate facility.

The site also forms connections with both schools in the area, being roughly a 5min walk from both Belmont School and Naenae College.

MOVEMENT + CIRCULATION



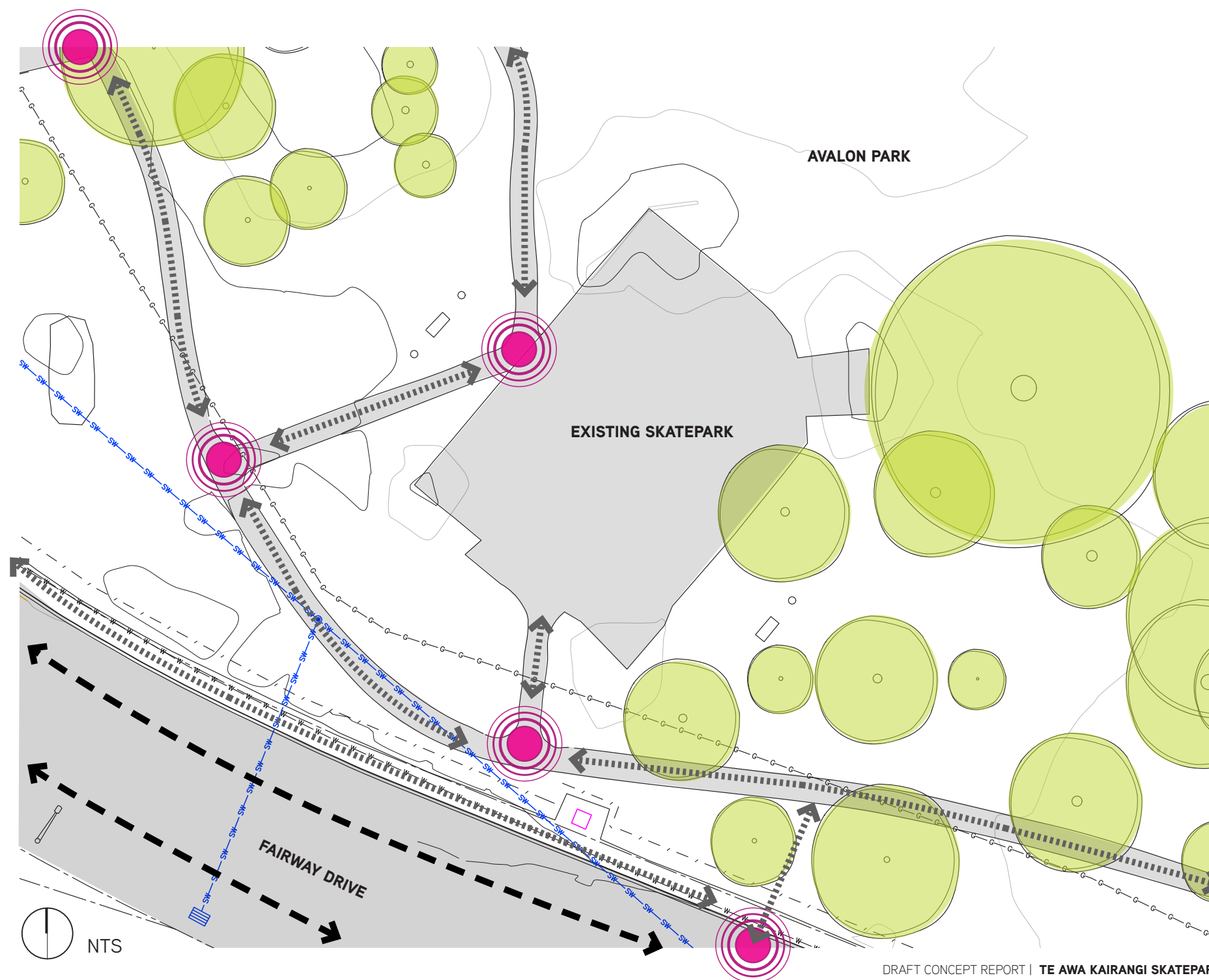
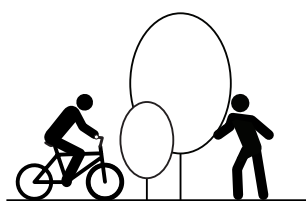
PEDESTRIAN



VEHICLE



ENTRY NODES



DRAFT CONCEPT REPORT | TE AWA KAIRANGI SKATEPARK

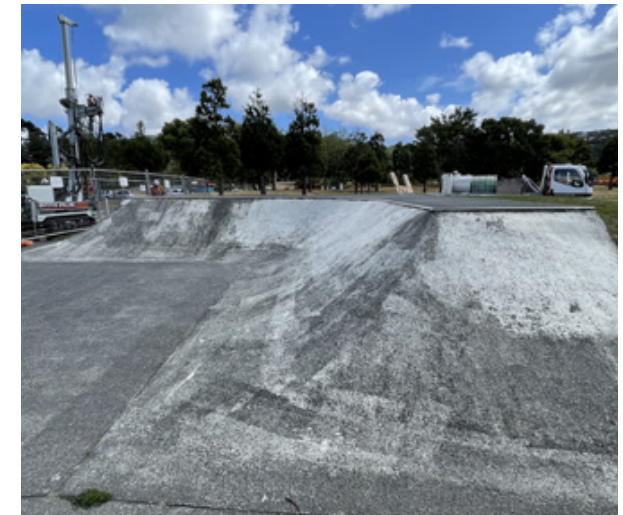
05

EXISTING SKATEPARK

EXISTING SKATEPARK CONDITION

The existing Avalon Skatepark is a large rectangular concrete slab with outdated obstacles placed in a linear, prescribed layout. These types of facilities are typical of the late 90s / early 2000s and do not meet current industry standards. They no longer provide an exciting experience for the end user.

The concrete surface has deteriorated due to age, lack of maintenance and outdated construction practices. It is evident that the levels of the existing slab do not drain sufficiently with pooling occurring in key central areas affecting the use of the facility. Many of the transitions are harsh and abrupt, with lumps found throughout. This facility is no longer safe or functional.



06

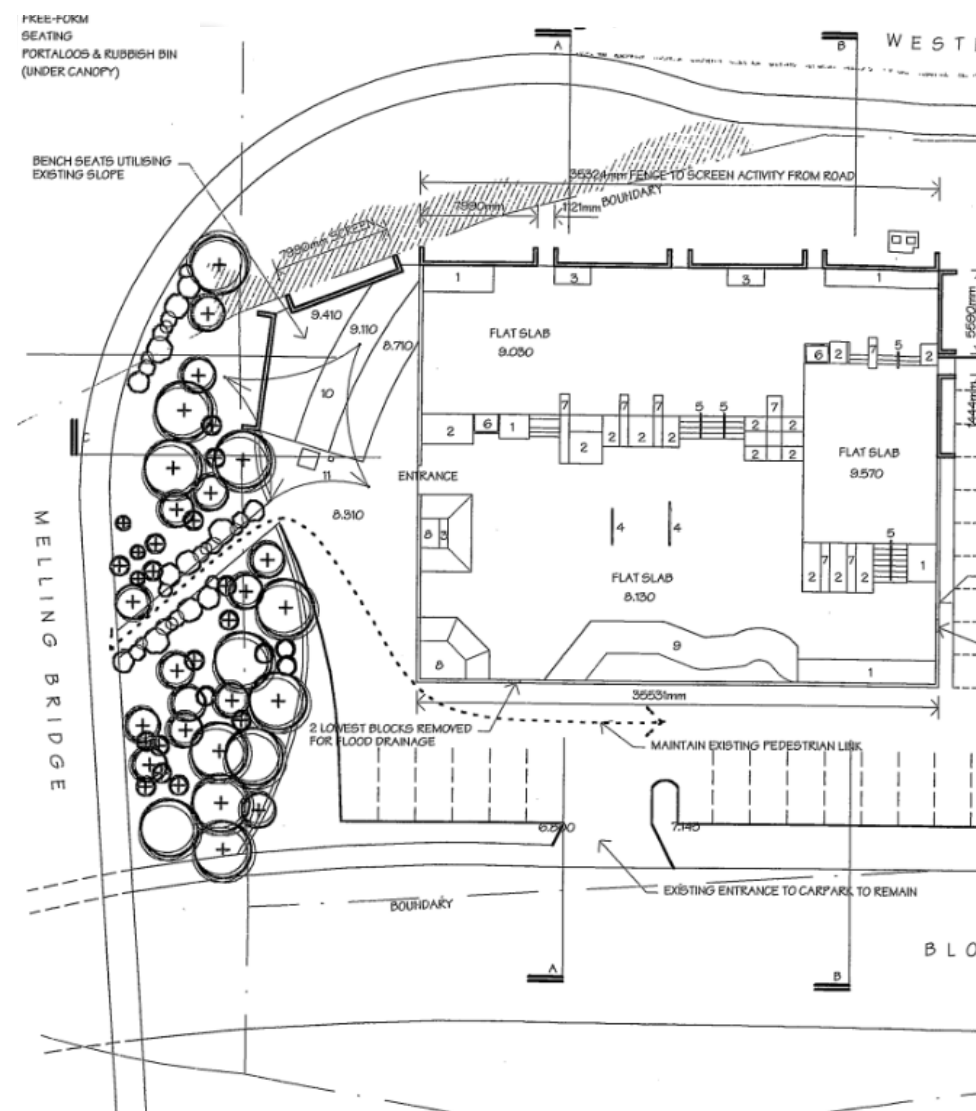
BLOCK ROAD, MELLING SKATEPARK

BLOCK ROAD SKATEPARK REPLACEMENT

As part of the Te Awa Kairangi river corridor works the old Block Road skatepark needs to be removed and replaced with a new facility in the Avalon park location with a total of 1233m² minimum skatepark size.

The old Block Road skatepark was much loved during its early years with a progressive street section for its time. Many community members loved the parks 'perfect hip, rail and the lighting'. The facility is now run down with extremely worn concrete, almost unusable from a condition and functional assessment.

The new Avalon Skatepark will look to re create some of these key obstacles in a contemporary modern setting.



07

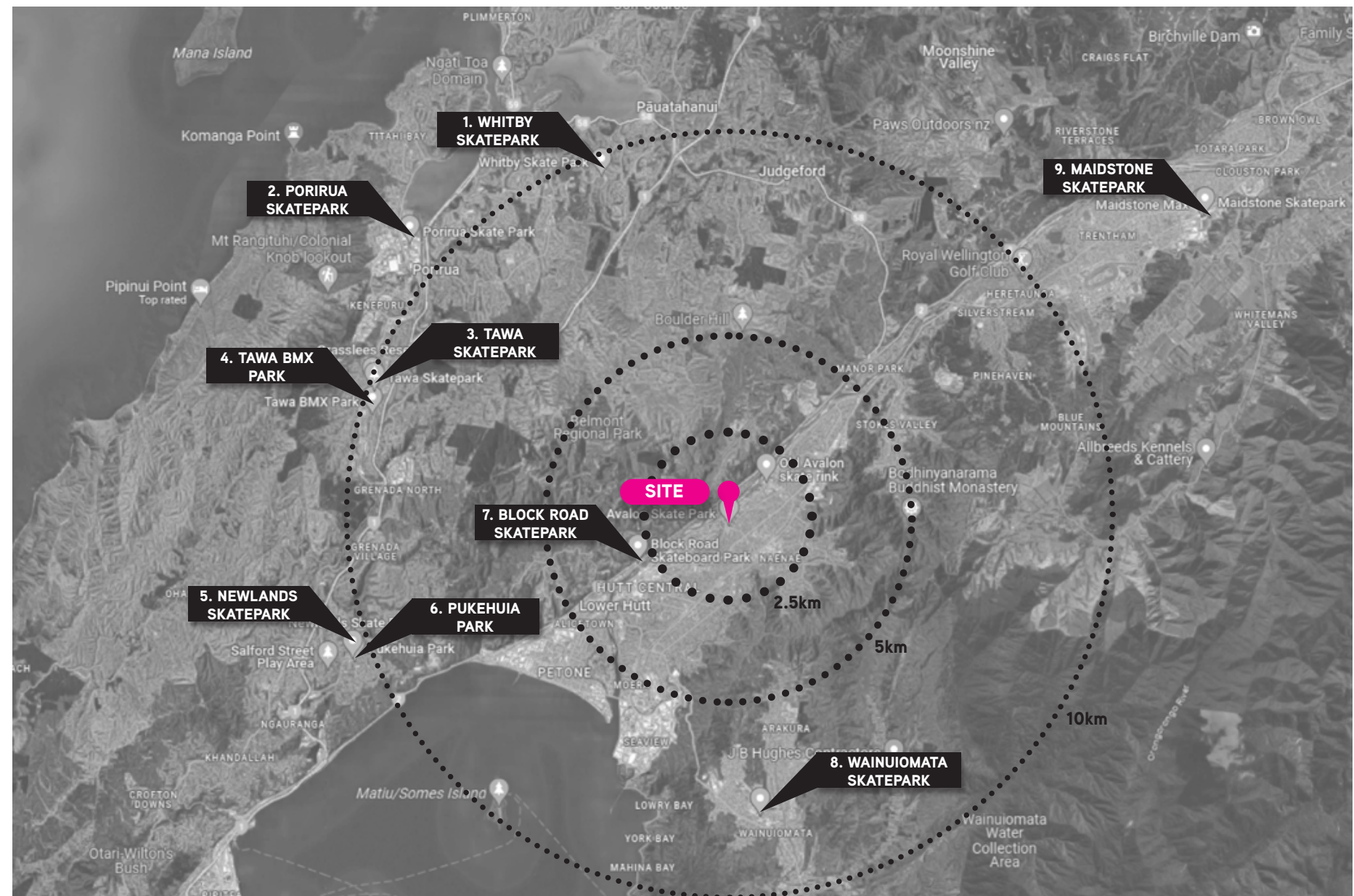
SKATE CONTEXT

SURROUNDING FACILITY CONTEXT

While many skate facilities have a number of similar features, due to their diversity of use it is important to undertake a study of similar facilities within proximity of the proposed upgrade. This helps identify gaps in provision within the local skatepark and youth facility network which will be used to influence the typology of the proposed facility.

The study of facilities in the greater Wellington Region area has identified that there are predominately local level facilities. Given the smaller town setting of the area, facilities within close proximity to one another are few and far between. This however does not deter from the importance of undertaking a review of existing facilities as end users will often travel quite far to neighbouring towns or cities to skate facilities that offer a different riding experience to their local park.

The map on this page identifies skateparks that are closest to Avalon Skatepark and are often utilised by the community as indicated within the pre-design consultation questionnaires.



SKATE CONTEXT

SURROUNDING SKATEPARK CONTEXT

The existing skatepark analysis shows that there is a very limited offering of contemporary and unique skate facilities within the region. A large portion of the existing facilities offer a traditional skatepark typology of which is most likely due to the time period that they were designed and delivered. Regular travel to the surrounding skateparks can be assumed to be low (aside from the new Maidstone Max space) and each of these facilities would get a higher use by the local youth.

With this in mind the proposed Te Awa Kairangi Skatepark will need to offer all the necessary building blocks for a beginner to learn and develop their skills. The design of the new skatepark will provide a space that encourages ongoing skill development, be inclusive for all riding styles and allow for the whole community to enjoy passively and actively.

The proposed facility will be designed using contemporary and innovative design trends with industry standard best practise and offer a safe public place for the community.



1. WHITBY SKATEPARK



2. PORIRUA SKATEPARK



3. TAWA SKATEPARK



4. TAWA BMX PARK



5. NEWLANDS SKATEPARK



6. PUKEHUIA PARK



7. BLOCK ROAD SKATEPARK



8. WAINUIOMATA SKATEPARK



9. MAIDSTONE SKATEPARK

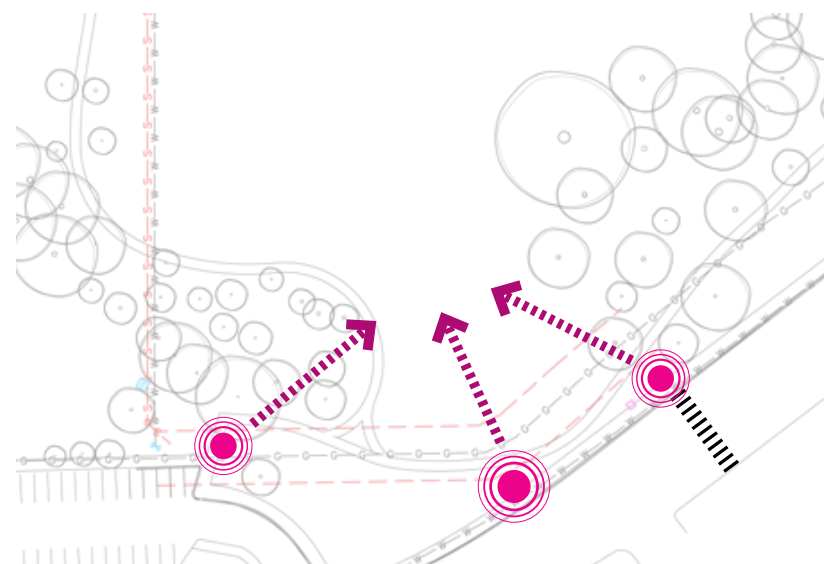
08

VISION

The Te Awa Kairangi Skatepark will be a skate and community space for all ages to enjoy. A destination park that ticks the box for fundamental skatepark use but has elements of flare that excite the local + braoder community.

09

CONCEPTUAL DEVELOPMENT



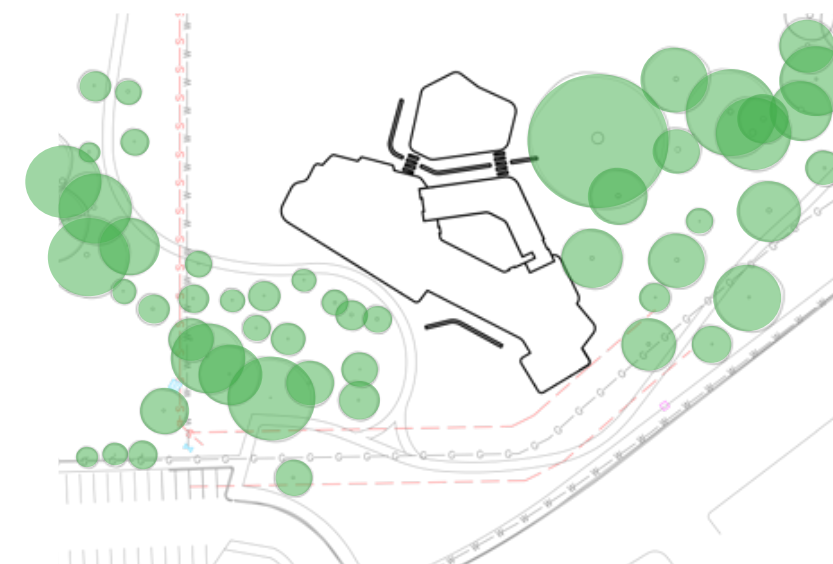
1. DRAWING IN

Bring people into the space utilising key entry nodes and views in from Fairway Drive.



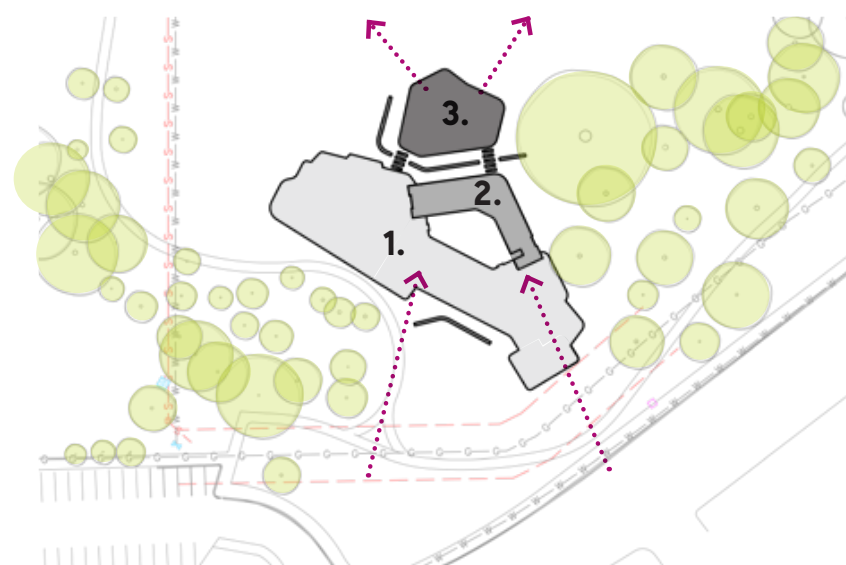
2. CENTRAL GREEN

Avoid underground services and offset requirements. Create central green for multifunctional passive and active recreation. A skatepark in a parkland setting.



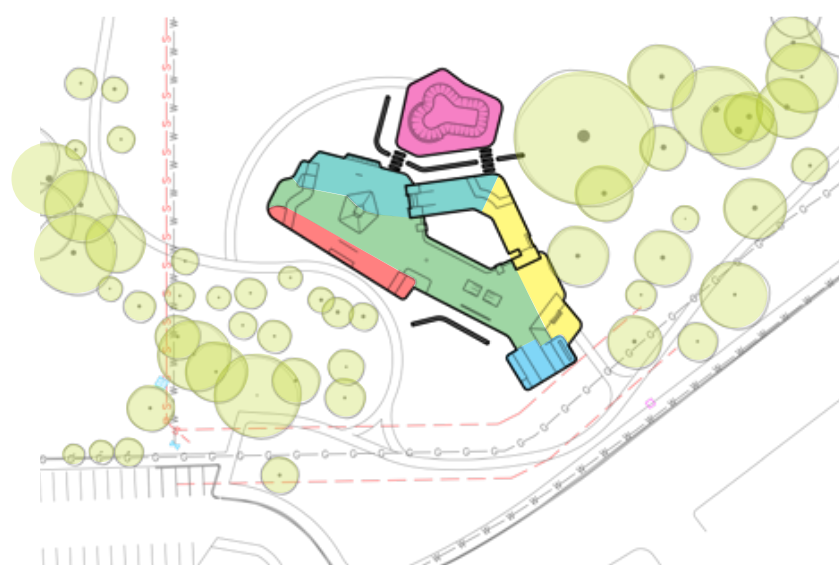
3. NESTLED IN THE LANDSCAPE

Integrate skate space within existing trees, careful consideration of TPZs and set key skate areas within shade and natural amenity.



4. CLEAR VIEWS IN AND OUT

Skate zones working from the lowest to highest point. Bowl is apex and further most point to avoid blocking views in and allow for a raised viewing space out to lake and circus area.



5. SKATE ZONES

Six different skate zones responding to community feedback and separated out to maximise capacity and safety.



6. GREEN INTEGRATION

Skate broken up by green space to set skatepark in a parkland environment. Welcome, inviting family friendly skate space.



LEGEND

SKATE WORKS

- 1

1800H Quarterpipe Extension
- 2

1200H Quarterpipe
- 3

380H Granite Skate Ledge
- 4

400H Flatbar
- 5

5-Sided Funbox with Ledge
- 6

Rainbow Pole Jam
- 7

500H Steep Bank
- 8

900H Quarter-pipe with Curb
- 9

150H Manual Pad with Curb
- 10

Sphere Ollie Obstacle
- 11

1200H Backless Quarterpipe
- 12

450H Out and Down Rails
- 13

750H Curved Berm Quarterpipe
- 14

450H Out Hubba and Pole Jam
- 15

450H Kicker to Kicker Gap
- 16

6m Long Skate Curb
- 17

900H Jersey Extension
- 18

900H Flat Bank Hip
- 19

1200H Mini Ramp
- 20

Enclosed Bowl with Taco Corner

LANDSCAPE ITEMS

- 1

Existing Carpark
- 2

Existing pedestrian path network
- 3

Existing Trees
- 4

Proposed Shelters
- 5

Concrete Seating
- 6

Concrete Terrace Seating
- 7

Concrete Stepping Stones
- 8

Skatepark Lighting
- 9

Potential Half Court Location

CLIENT:

DESIGNER:

HUTT CITY

CONVIC

16

0m 2m 10m 1m 5m 20m

PROJECT:

TITLE:

Te Awa Kairangi Skatepark

Draft Concept Design

DATE:

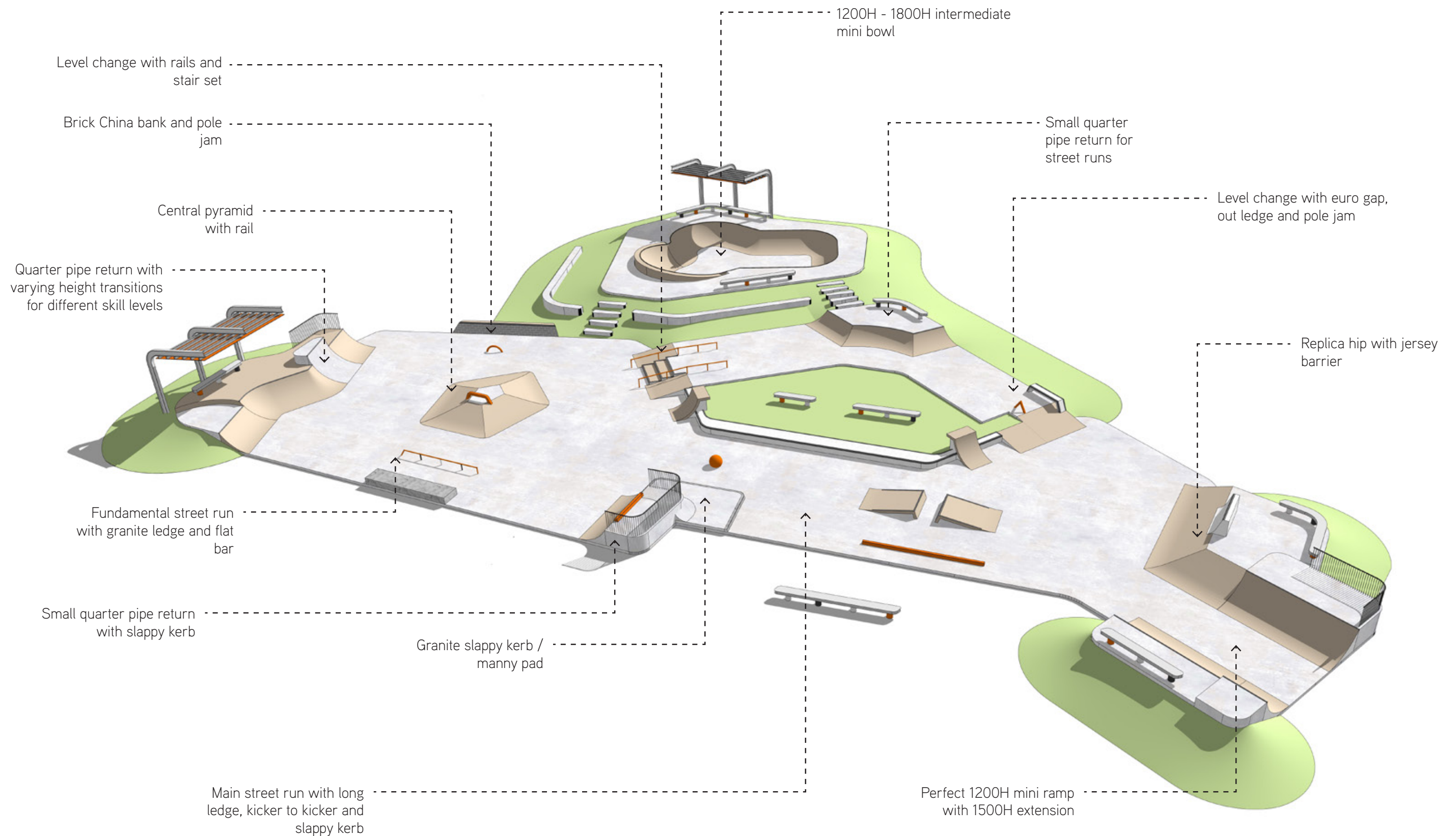
REVISION:

15.03.2024

A

11

ANNOTATED 3D VISUALISATION



12

OVERVIEW



PARK CONTEXT



NORTHERN OVERVIEW



MINI RAMP AREA



BEGINNER STREET RUN

STREET PLAZA AREA



MAIN STREET RUNS



MINI BOWL PLATFORM



13

CULTURAL OVERLAY

CONVIC + MANU WHENUA

Convic will develop a working relationship with Manu Whenua to facilitate a process where heritage, culture and story telling can be interpreted in the skatepark and landscape design outcome in a meaningful and respectful way that is endorsed by local Iwi.

Adjacent images reflect previous examples of cultural overlay that has been incorporated through spacial layout, materiality, colour, sculpture and educational way finding.



14

MOVING FORWARD

MOVING FORWARD

This draft concept design will be subject to a process of community consultation to ensure the design is consistent with the needs of the community. As well as creating a truly relevant design, this review will ensure the final concept design reflects community needs, user requirements and the overall project vision.

This continued involvement connects the community with the project design process and ultimately creates a vested interest in the final outcome. This engenders community pride and ownership in both the process and the resulting public facility, creating a strong sense of stewardship of the community’s public spaces.

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