

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9:30am
Date: Thursday, 22 August 2019
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilberd
Councillor Lee
Councillor Marsh
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about.

AREA OF FOCUS

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- **Environment and Infrastructure** – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- **Economic Development** – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- **Cultural Wellbeing** – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- **Social and Recreation** – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- **Urban Development** – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- **Transport** – ensuring people and goods move efficiently to and through the city
- **Governance and Finance** – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan Committee to achieve its objectives.

Quorum: 8 members

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1. Meeting Conduct

1.1 Mihi

The Chairperson invites a member of the City Strategy Committee to read the following mihi to open the meeting.

Taiō Pōneke[†] – City Strategy Committee

Te wero

Toitū te marae a Tāne

Toitū te marae a Tangaroa

Toitū te iwi

Taiō Pōneke – kia kakama, kia māia!

Ngāi Tātou o Pōneke, me noho ngātahi

Whāia te aratika

Our challenge

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.

City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!

People of Wellington, together we decide our way forward.

[†] The te reo name for the City Strategy Committee is a modern contraction from 'Tai o Pōneke' meaning 'the tides of Wellington' – uniting the many inland waterways from our lofty mountains to the shores of the great harbour of Tara and the sea of Raukawa: ki uta, ki tai (from mountain to sea). Like water, we promise to work together with relentless synergy and motion.

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.4 Confirmation of Minutes

The minutes of the meeting held on 15 August 2019 will be put to the City Strategy Committee for confirmation.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the City Strategy Committee.

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the City Strategy Committee.

Minor Matters relating to the General Business of the City Strategy Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. Policy

ACCESSIBLE WELLINGTON - ACTION PLAN

Purpose

1. This report asks the City Strategy Committee to agree to the Accessible Wellington Action Plan.

Summary

2. Officers have worked in partnership with the Wellington City Council Accessibility Advisory Group (AAG) on the review of the previous Accessibility Action Plan (2012-15) and the preparation of this Accessible Wellington Action Plan 2019-2021.
3. The major city shaping projects in the next decade, including Lets Get Wellington Moving, provide a major opportunity for accessibility to be built into the city's future plans. Mobility impairments are the most common issue and improvements in the City's built environment particularly in the central city will address many of these issues.
4. This Action Plan has been developed through:
 - Engagement and partnership with AAG.
 - Engagement with agencies working on accessibility issues including The Blind Foundation; Office for Disability Issues; Alzheimer's Wellington; Be.accessible; Barrier Free NZ; Kapiti AAG; Blind Citizens NZ; Arts Access Aotearoa and CCS Disability Action.
 - Surveys of the Wellington public. A survey on 'Getting around Wellington' where feedback was sought on people's journeys around Wellington and how accessible or inaccessible those journeys were. A total of 577 responses were received and this has helped inform the development of the draft action plan. A snapshot of those results is included in Attachment 2.
 - Participation in the CreativeHQ Lightning Lab process, including wide engagement with people with impairments, council business units and city businesses.
5. The action plan is structured around ensuring an 'accessible journey'. This approach was agreed at an early stage with the AAG.
6. The accessible journey goal is underpinned by actions to improve access in the built environment, access to venues and access to information. The accessible journey is a description of the lived experience of this community and it embraces all aspects of their participation in civic life, from access to information to enable them to make decisions to participate, access to transport options and access to venues and the public space which allow them to participate in the city.
7. We want to enable people facing barriers to participate in city life. Some of these barriers are being able to access information in a timely and accessible form so that they can make good decisions on how they can access the city and its services, spaces or venues. Some of these barriers are the physical environment itself as negotiating the physical environment can be the barrier to participation.

8. The approach of this draft action plan is to engage the accessibility community in participatory processes and tools that drive actions that are 'co-designed'. These will allow direct feedback on the issues and accessibility of Wellington that can then be proactively addressed.
9. There are nine areas of work to be actioned in the action plan:
 - Access to strategic planning
 - Access to information
 - Accessible spaces
 - Accessibility reviews
 - Gathering feedback on accessibility
 - Urban design
 - Mobility parking
 - Accessible navigation; and
 - Accessible Democracy.
10. There are many business units across the Council that are directly involved in delivering services that address these issues and the Policy Team will continue to provide leadership to the Plan as a cross Council initiative.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Notes that this plan has been developed in partnership with the Accessible Advisory Group and through consultation with the accessible community, surveys of the Wellington public and engagement through the CreativeHQ Lightning Lab programme.
3. Agrees to the Accessible Wellington Action Plan.

Background

11. We want to build on our reputation as an inclusive and socially responsible city that is accessible, safe and easy to get around and where all people can participate in city life and have a say about its future.
12. Statistics New Zealand (SNZ) figures show that in New Zealand one in four people live with impairment.
13. Wellington region figures from SNZ show that 22% of people have a disability. Within this, mobility impairments are the most common in the region followed by hearing and agility impairment. These issues are more common in the over 65s with 59% of people having some kind of disability. In addition Pacific peoples experience the sharpest increase in disabilities in that age range.
14. A separate study showed an estimated 21,600 working-age Wellingtonians have disabilities (12 percent – Quality of Life Survey 2008) and this will increase as the population ages. Census results from forecast.id show the largest change in age structure from 2006-2013 being in age ranges of 50-69. The number of empty nesters and retirees (60-69) increased by over 3,500 over the same period.
15. There are also 3,500 mobility card holders in Wellington, most being over the age of 65.

16. Parents with young children can also have negative experiences if the city is not built with accessibility in mind. In 2017 there were 6,057 births in the Wellington region (SNZ), which provides an indication of the number of people travelling with pushchairs and pre-school children who need providing for.

National Policy Direction

17. New Zealand ratified the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)¹ in 2008. The Convention is a key document in the area of accessibility. The purpose of the Convention is *'to promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity.'*
18. The Convention is important as it clarifies the rights of persons with disabilities and sets out responsibilities to respect those rights. The Convention promotes accessible social development and has been described as a human rights treaty and a development tool.

The New Zealand Disability Strategy 2016-2026

19. The New Zealand Disability Strategy 2016-2026 has identified eight outcomes which contribute towards making New Zealand a non-disabling society. These are education, employment and economic security, health and wellbeing, rights protection and justice, accessibility, attitudes, choice and control and leadership.
20. Outcome 5 relates to Accessibility - We access all places, services and information with ease and dignity. This outcome is closely aligned to this Action Plan.
21. The Strategy sets out what "our future looks like and what needs to happen" for Outcome 5. This is that:
- We have access to warm, safe and affordable housing that meets our needs and enables us to make choices about where we go to school or work and to fully participate as members of our families, whānau and communities.
 - We can get from one place to another easily and safely, for example from home to school, work or to a friend's house. We can also access all public buildings, spaces and facilities with dignity and on an equal basis with others.
 - We feel safe taking public transport to get around and are treated well when we do so. Our needs are also appropriately considered when planning for new transport services. Private transport services are responsive to and inclusive of us. For those of us who need it, there is access to specific transport options that are affordable, readily available and easy to use.
 - Information and communications are easy for us to access in formats and languages that are right for us, including in our country's official languages of Te Reo Māori and New Zealand Sign Language. This helps us to be independent because we do not have to rely on other people. We use technology on the same basis as everyone else; those of us who need specific technology solutions will have access to these in a way that is innovative, progressive and helps to eliminate barriers. The evolving opportunities presented by new technology helps us to achieve our goals.
 - Our accessible communities are free of barriers (for example, access to shops, banks, entertainment, churches, parks, and so on), which enables us to participate and contribute on an equal basis with non-disabled people.

¹ <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities.html>

Review of the Accessible Wellington Action Plan 2012-2015

22. The previous action plan had 32 stated aims. The review identified that most of these were addressed, or partially addressed, but also that at times it was difficult to tell how effective the work carried out was, or if the action was considered complete.
23. Key highlights from the previous action plan included installing additional mobility parks, creating the online accessibility map, initiating the back door collection option for waste and recycling, carrying out accessibility audits of play spaces and running a pilot of Blindsquare – a service that allows customers with sight loss the opportunity to explore their city with independence.
24. The review was presented to AAG for feedback. Using the feedback from AAG, officers reflected on areas for improvement and possible new projects following on from the aims of the previous plan. Feedback about the action plan was that a new plan should focus on fewer and have more specific actions.
25. An initial draft of the new action plan was sent to stakeholders in 2018 and feedback from a number of stakeholders was received and incorporated into the plan.

‘Getting around Wellington’ survey

26. A survey titled ‘*Getting around Wellington*’ was run for three weeks in mid-2018. The survey asked about how difficult or easy people find regular journeys they take around Wellington². 577 responses were received that helped to inform the actions of the action plan.
27. The survey showed that 82% of survey respondents experienced difficulties during a regular trip they took in Wellington. The greatest difficulties experienced were the inaccessibility of pavements (obstructions, kerb ramps, smooth surfaces etc), parking issues and getting on and off public transport. The survey also showed that 36% of people consider that accessibility in Wellington has remained about the same over the last five year period.
28. This survey provides the Council with a baseline to measure future progress against.

CreativeHQ Lightning Lab Development

29. Officers participated in the Lightning Lab at CreativeHQ in the last half of 2018. This enabled the team to consult widely and focus on accessibility solutions. Two solutions were proposed.
30. Firstly was a key focus on “accessibility spaces” that champion accessibility. These are areas within the city which can be developed to include highly accessible urban design and where businesses in those areas can champion the cause of accessibility – they are accessible venues in more than just physical accessibility i.e. they provide information in accessible forms or provide spaces which address other barriers.
31. This will be worked in with existing urban design projects, and some key areas have already been highlighted in completed projects such as the Laneways projects.

Discussion

32. Wellington can build on its reputation as an inclusive and socially responsible city that is accessible, safe and easy to get around. This action plan aims to enhance people’s independence, ability to participate, engage in and benefit from all Wellington has to offer. The focus of this is around the ‘accessible journey’.

² The survey was targeted at those with a disability, the elderly, parents with prams and carers.

33. The action plan is framed around the ‘accessible journey’. This is a widely used term that was appropriate for the action plan to use. Along a journey there are various points where people come into contact with or use something Council provided. Council controls infrastructure and can therefore affect change.

The Accessible journey

34. The Human Rights Commission describes barriers to an ‘accessible journey’ as:

1. *‘The barriers to the accessible journey for disabled people cover information about services, arranging a service, getting from home to the pick-up point, using the service to go to a destination and returning home.’*

35. New Zealand Building Code Clause D1 Access Routes defines an ‘accessible route’ as;

2. *‘An access route usable people with disabilities. It shall be a continuous route that can be negotiated unaided by a wheelchair user. The route shall extend from street boundary or car parking area to those spaces within the building required to be accessible to enable people with disabilities to carry out normal activities and processes within the building.’*

36. The action plan has considered the accessible journey to be a combination of these two definitions. It includes the journey itself and the use of the building also at the end of the journey.

37. An accessible journey would therefore allow someone to find all the information needed about the accessibility of travelling, such as a bus or walking route to a destination. Information would also be available about the facilities and accessibility of the destination at the end of a journey. The journey would be easily negotiated, barrier free, with no need to re-route due to scaffolding blocking pavements or kerbs not allowing for someone to cross the road. When arriving at a destination a person would be able to enter the destination such as a café, shop or other public place and have the expected use of all the facilities.

Developing the Accessible Wellington Action Plan

38. In 2018, an exercise was carried out with AAG to record their experiences of ‘accessible journeys’. Activities, insights and opportunities were mapped at each stage of the journey. From this exercise it became apparent for this work programme to be focused at ‘access to information’ and ‘access in the built environment’ (including facilities/venues).

39. This process was reinforced during the Lightning Lab project when solutions were developed based on multiple stakeholder interviews and the testing of solutions with the community. It focused on the opportunity to champion accessibility in the city in specific areas and to continue to reinforce the need for better access to information by this community.

The Elements of the action plan

40. The action plan is built around the following elements.

Area of work	Summary
Strategic planning	3. This aims to embed accessibility into the long term vision for the city. 4. We will monitor the wellbeing outcomes for Wellington citizens, will allow people to provide regular feedback on accessibility issues and

	<p>will work across Council business units to share skills and resources.</p> <p>5. Carrying out the 'getting around Wellington' survey has provided a bench mark for how accessible Wellington is currently considered. We will carry out a similar survey on an annual basis to track progress and on the ease of participation.</p>
Access to information	<p>Access to information is vital so people can make choices about where they can go safely. This action focuses on delivering the right information in a format that the accessible community can use to make good decisions.</p> <p>A review of the Accessible Map will be carried out with the accessibility community and community partners. This will explore alternatives for communicating accessibility about the city beyond visual maps.</p>
Accessible spaces	<p>This Lightning Lab project sought to create accessibility spaces across the city that champion and model good accessible design and practice.</p>
Accessibility reviews of Wellington venues	<p>We will investigate a review tool [e.g. Euans Guide] to enable people to write their own reviews about places visited in the city so that the whole accessible community can learn from the experience of others. Venues also get feedback on their accessibility from personal experience. The Council would explore partnership opportunities to establish this.</p> <p>These venues include the everyday places, cafes, restaurants, theatres, galleries, and parks and gardens.</p> <p>The reviews will work in conjunction with the existing strategy of encouraging venues to meet accessibility guidelines. This could include a rating system to encourage businesses and venues to improve accessibility.</p>
Gathering feedback on accessibility issues	<p>We need better opportunities for the accessible community to easily and quickly provide feedback on the day-to-day issues they face.</p> <p>The information could then be considered by the Council and inform future investment plans. A communications plan would be built around this initiative which would raise awareness and be a channel for broader accessibility messages.</p>
Urban design	<p>We will look at kerb cuttings in the city and increase the level of compliance with standards. We will review the Footpath Management Policy alongside design guidelines.</p>
Mobility parking	<p>We will review the mobility parking policy and ensure that the city has mobility parks in the right places and in the right numbers. We will continue to work with CCS Disability Action on mobility parking use in Wellington.</p>
Accessible navigation	<p>The pilot of Blindsquare has been used in a number of locations where beacons have been installed in businesses. As app-users pass the app provides a spoken description of the business, including its name, what goods or services it provides and the shop layout. The app can also provide information such as road names or where the bus stops are.</p>

	This area has a range of technology options which need to be explored.
Accessible Democracy	The Council will review the accessibility of its own venues, consider the accessibility of Council meetings including the use of New Zealand Sign Language, and ensure that its engagement and consultation processes integrate accessible options.

Implementation

41. This action plan should be considered a living document. Many of the actions will evolve as better information becomes available and with better engagement with the accessible community. The plan can then be updated to reflect these changes.
42. The major projects in Wellington including *Lets Get Wellington Moving* and the redevelopment of the Civic Precinct provide major opportunities to integrate accessibility into the future plans for the city. Feedback from the community and the statistics on impairments highlight the fact that barriers to mobility are a significant issue and these projects provide an opportunity to improve accessibility in Wellington.
43. While this is very much a cross-Council initiative which many business units are involved in delivering the Policy team will take a collaborative leadership role in for this action plan.
44. Where the implementation of the plan has financial implications these will have to be met from within existing budgets or be considered within the existing planning processes where this requires new funding. This will enable the Council to make informed decisions on any actions where they are considered through these planning processes.

Next Actions

45. If the Committee agrees to the Accessible Wellington Action Plan, officers will work together to implement the plan.
- 6.

Attachments

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Attachment 2.	Accessible Action Plan 2019	Page 19
Attachment 3.	Accessible Action Plan (Accessible Version)	Page 49

Authors	Geoff Lawson, Principal Advisor Kate Hodgetts, Senior Policy Advisor
Authoriser	Baz Kaufman, Manager Strategy Stephen McArthur, Director, Strategy and Governance

SUPPORTING INFORMATION

Engagement and Consultation

This plan has been developed with engagement with/through

- The Accessibility Advisory Group
- Agencies working on accessibility issues including The Blind Foundation; Office for Disability Issues; Alzheimer's Wellington; Be.accessible; Barrier Free NZ; Kapiti AAG; Blind Citizens NZ; Arts Access Aotearoa and CCS Disability Action.
- Surveys of the Wellington public.
- Participation in the CreativeHQ Lightning Lab process, including wide engagement with people with impairments, council business units and city businesses.

Treaty of Waitangi considerations

NA

Financial implications

Where the implementation of the Plan has financial implications these will be met from within existing budgets or be considered within the existing planning processes where this requires new funding.

Policy and legislative implications

The Action Plan supports the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)³ ratified by New Zealand in 2008. The purpose of the Convention is '*to promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity.*

It also supports The New Zealand Disability Strategy 2016-2026 which contributes towards making New Zealand a non-disabling society in particular Outcome 5 *Accessibility - We access all places, services and information with ease and dignity.*

Risks / legal

A key risk is that the Council also has no dedicated accessibility resource to drive the plan and increase the awareness and focus on accessibility across the breadth of Council activities.

Climate Change impact and considerations

NA

Communications Plan

Many of the actions in the Plan will require specific communication and engagement plans to be developed as part of their implementation.

Health and Safety Impact considered

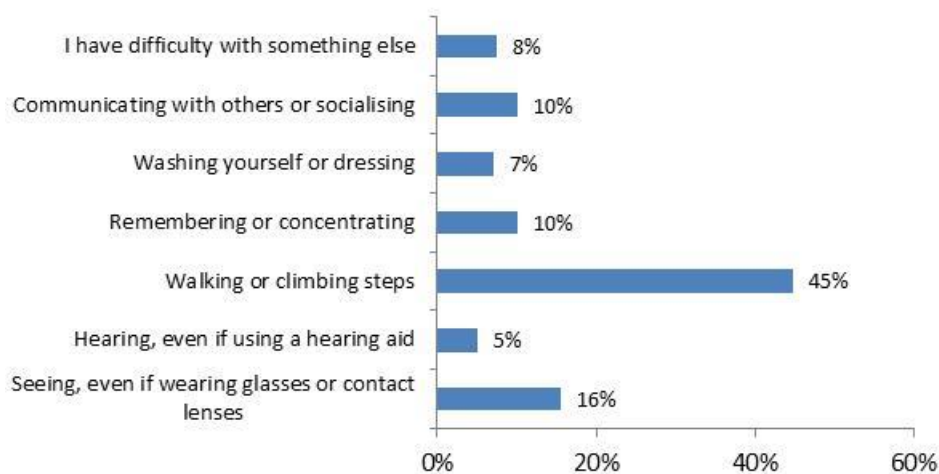
NA

³ <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities.html>

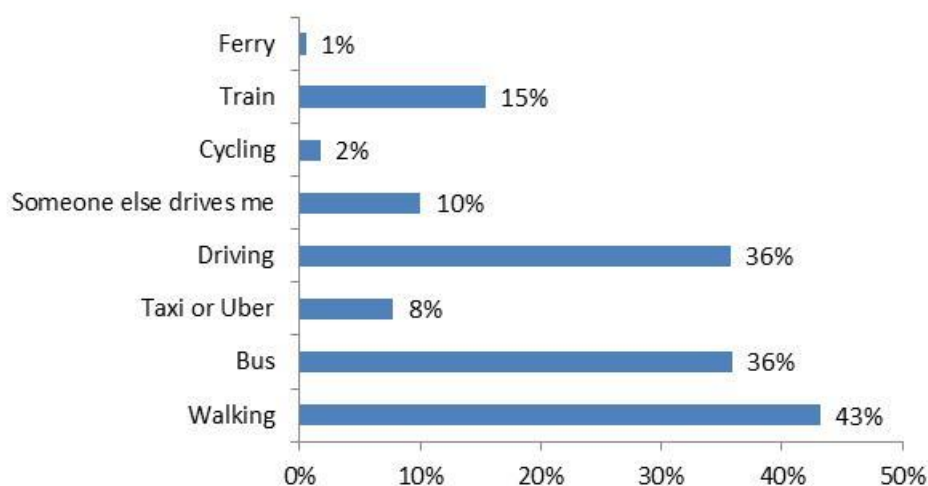
Attachment 2 – Survey Results Summary

Below are the key results of questions asked within the “Getting around Wellington” survey. In total there were 577 responses. People were asked about a regular journey they take and how easy or difficult this is.⁴

Reported difficulties of respondents



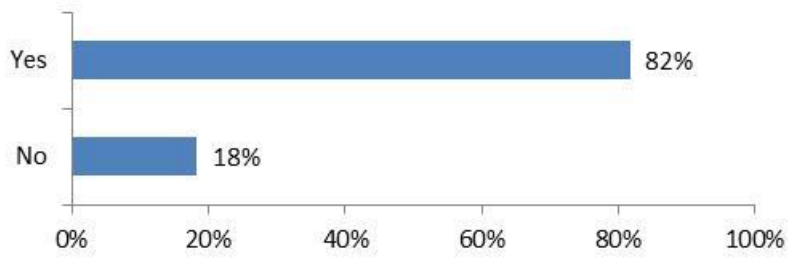
Mode of travel



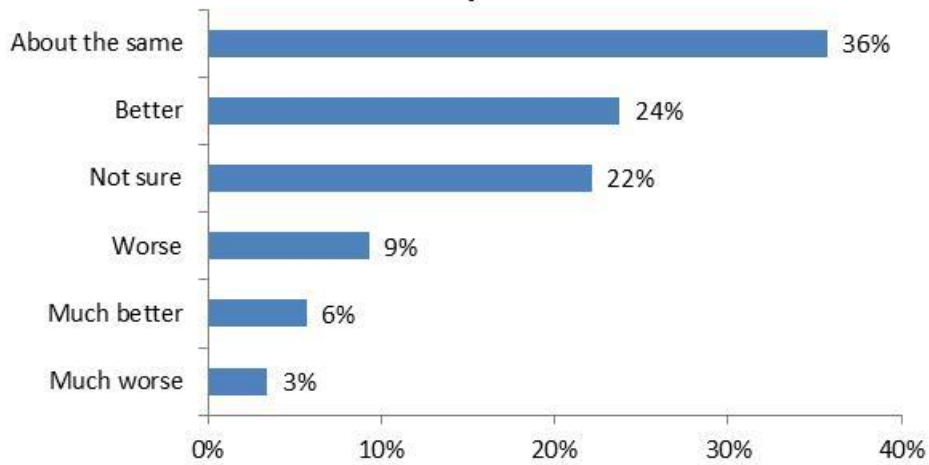
Respondents (n = 577) could select each type of mode they needed to use for their regular journey

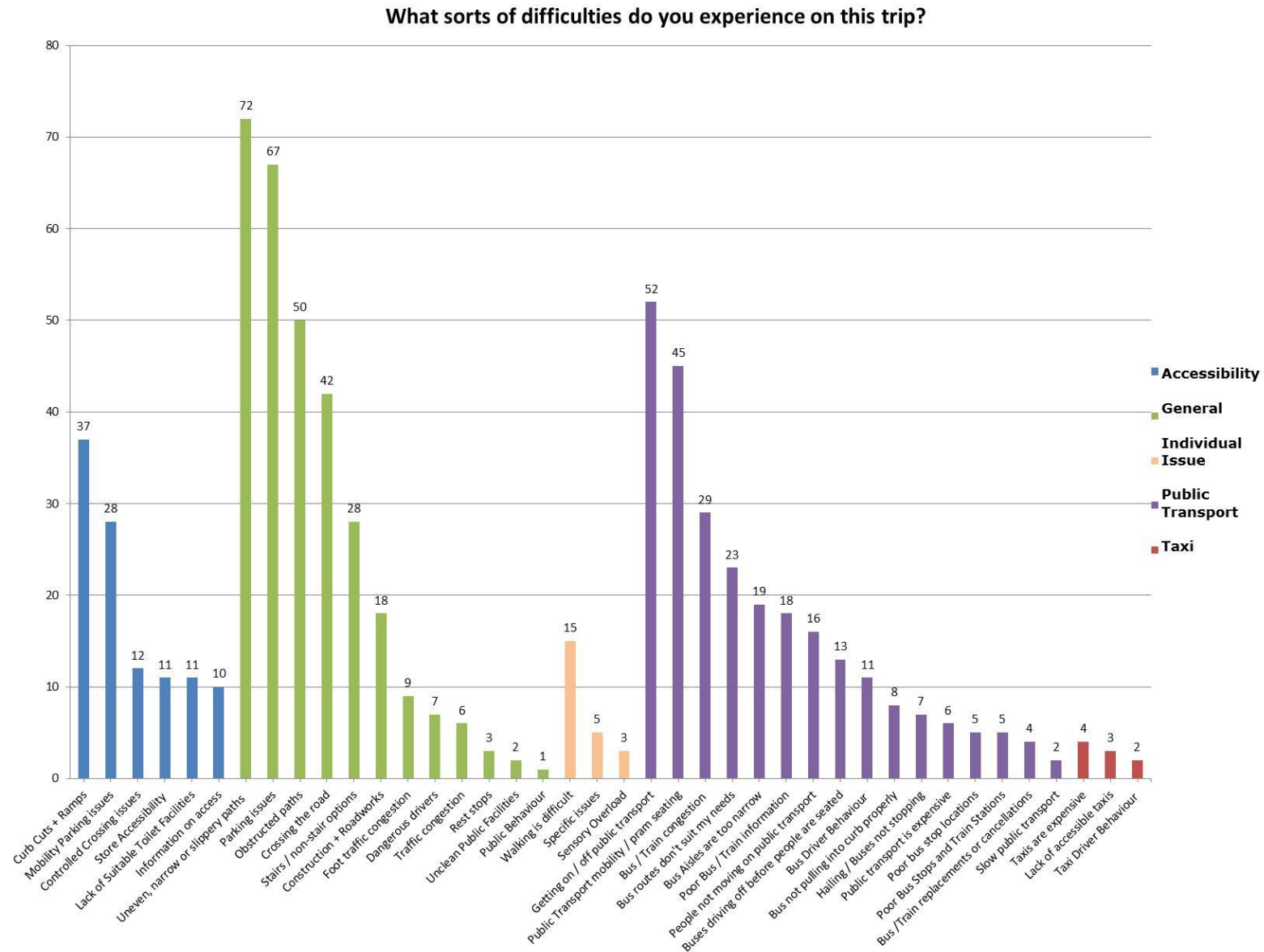
⁴ The survey was targeted at those with a disability, the elderly, parents with prams, and carers.

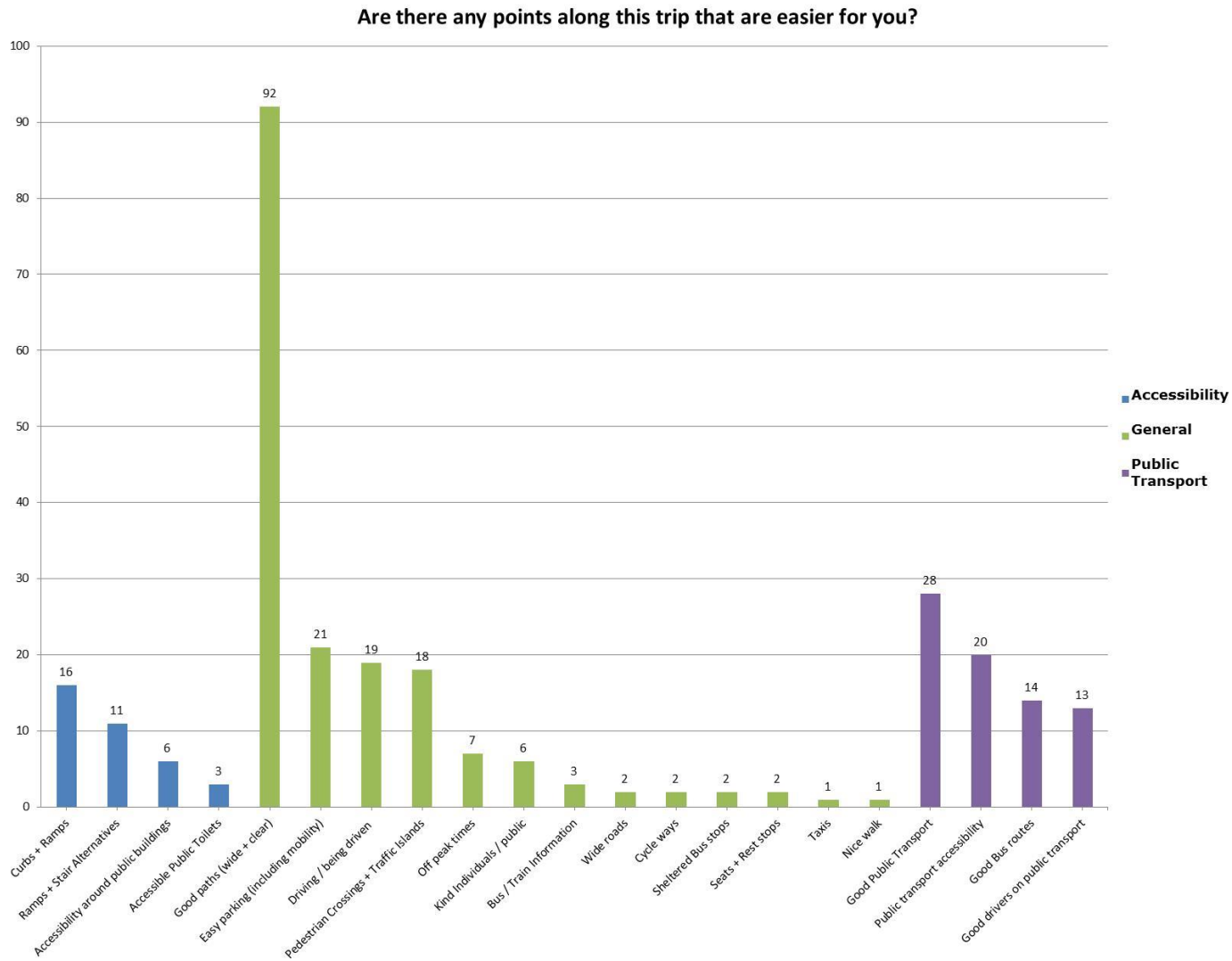
People who experience difficulty on a journey



Accessibility improvement of Wellington over the last five years







287 of the total respondents (n = 577) could identify an aspect of their trip that made it easier

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Accessible Wellington

The Accessible Journey Action Plan

June 2019



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Foreword by Justin Lester; Mayor of Wellington

Wellington is a city where many people want to live. We want to welcome everyone and ensure the city's attractions are available to everyone.

With steep hills and narrow streets, it's not the easiest place to get around, and it is even more challenging for those with mobility issues, whether due to disability, age or having young children in prams and pushchairs.

However, with planning and forethought we can include everyone in all aspects of city life. This is important because we are the capital city and should be at the forefront of accessibility planning and design.

We have a unique opportunity to lead the way for other cities in taking an accessibility-friendly approach to accessibility development.

Last year we had our first Wellington Accessibility Awards, which recognised businesses, initiatives and people who help make the city more accessible.

Some are taking up the challenge themselves but we need a city-wide approach if we want to really be the people-centred capital we aspire to be.

And it's the little things such as street furniture, accessible signage and seating that combine with the larger aspects, such as footpath and road design and public transport features that will make all the difference.

As Mayor of Wellington, I fully support this Accessible Wellington action plan and look forward to the positive change it makes.

Justin Lester
Mayor of Wellington

Foreword by AAG Chairs

As the current co-chairs of the Accessibility Advisory Group we welcome the Accessible Wellington Action Plan. We see it as a positive step ahead for many different journeys, the journey we as disabled people make through Wellington city and one for Wellington City Council as they explore new ways of understanding accessibility and how to work with the disability community.

The Accessible Journey is a very important one for disabled people as it impacts our ability to participate as Wellingtonians. It enables us to access education, employment and health services. It also allows us to participate and for us to be socially involved. It also affects our ability to be contributing citizens.

This Accessible Wellington Action Plan is being released at the same time as a world-wide wave of heightened awareness of the responsibility local government agencies have towards establishing accessible environments as part of their role in creating sustainable cities and communities.

It is a living document. We look forward to seeing it evolve.

Gratitude must go to Michael Bealing, Nick Ruane, Alice Bates, Crispian Franklin and Geoff Lawson who were instrumental in the development of this action plan.

Tristram Ingham and Rachel Noble

Introduction

We want all people in Wellington to be able to participate in all aspects of city life on an equal basis.

This means providing accessible services, communication channels, facilities, transport options, and buildings and public spaces to help make Wellington more accessible and inclusive for everyone.

Improving the city's accessibility will make it more inclusive and help the city remain attractive to residents and visitors of any age and ability.

Approximately 24% of people in New Zealand have a disability. This is much higher for people over 65 years of age, with 59% of people having some kind of disability. Physical limitations are the most common type of impairment (Stats NZ). There are also 3,500 mobility card holders in Wellington, most being over the age of 65.

Parents with young children can also have negative experiences if the city is not built with accessibility in mind.

In 2017 there were 6,057 births in the Wellington region (Stats NZ), which provides an indication of the number of people travelling with pushchairs and soon-to-be young children who need providing for.

We want to build on our reputation as an inclusive and socially responsible city that is accessible, safe and easy to get around and where all people can participate in city life and have a say about its future.

This plan is to act as our guide and will enhance people's independence and ability to participate, engage in, and benefit from, key Council services.

The plan sets out specific actions, will include measurable criteria, such as timeframes and action owners, and is a starting point for both coordinating what the Council is already doing and recommending key actions for the next three years. This is considered to be a living document, and over time, additional actions may be included.

Legislation

New Zealand ratified the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)¹ in 2008. The Convention is a key document in the area of accessibility.

The purpose of the Convention is *'to promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity.'*

The Convention is important as it clarifies the rights of persons with disabilities and sets out responsibilities to respect those rights. The Convention promotes accessible social development and has been described as a human rights treaty and a development tool.

The New Zealand Disability Strategy (NZDS) was guided by the principles of the UNCRPD. The Council supports the achievement of the goals of the Convention and its Optional Protocol (A/RES/61/106).

¹ www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities.html

National policy

The New Zealand Disability Strategy 2016–2026 has identified eight outcomes which contribute towards making New Zealand a non-disabling society. Outcome 5 relates to Accessibility - We access all places, services and information with ease and dignity. The Strategy sets out what “our future looks like and what needs to happen” for Outcome 5.

This is that:

- *‘We have access to warm, safe and affordable housing that meets our needs and enables us to make choices about where we go to school or work and to fully participate as members of our families, whānau and communities.*
- *We can get from one place to another easily and safely, for example from home to school, work or to a friend’s house. We can also access all public buildings, spaces and facilities with dignity and on an equal basis with others.*
- *We feel safe taking public transport to get around and are treated well when we do so. Our needs are also appropriately considered when planning for new transport services. Private transport services are responsive to and inclusive of us. For those of us who need it, there is access to specific transport options that are affordable, readily available and easy to use.*
- *Information and communications are easy for us to access in formats and languages that are right for us, including in our country’s official languages of Te Reo Māori and New Zealand Sign Language. This helps us to be independent because we do not have to rely on other people. We use technology on the same basis as everyone else; those of us who need specific technology solutions will have access to these in a way that is innovative, progressive and helps to eliminate barriers. The evolving opportunities presented by new technology helps us to achieve our goals.*
- *Our accessible communities are free of barriers (for example, access to shops, banks, entertainment, churches, parks, and so on), which enables us to participate and contribute on an equal basis with non-disabled people.’*

Links to the Council Direction

This Action Plan aligns to our Towards 2040: Smart City strategy - and links closely to the following two pillars:

People-centred city

Wellington's people-centred city will be healthy, vibrant, affordable and resilient, with a strong sense of identity and 'place'. This will be expressed through urban form, openness and accessibility for its current and future populations.

Connected city

As a connected city, Wellington's people, places and ideas access networks - regionally, nationally and globally. Connections are:

- physical - allowing for ease of movement of people and goods
- virtual - in the form of world-class ICT infrastructure
- social - allowing people to connect to each other and their communities.

The approach outlined in this action plan also aligns with the Positive Ageing Policy, Central City Framework, and the Wellington Urban Growth Plan 2014-2043.

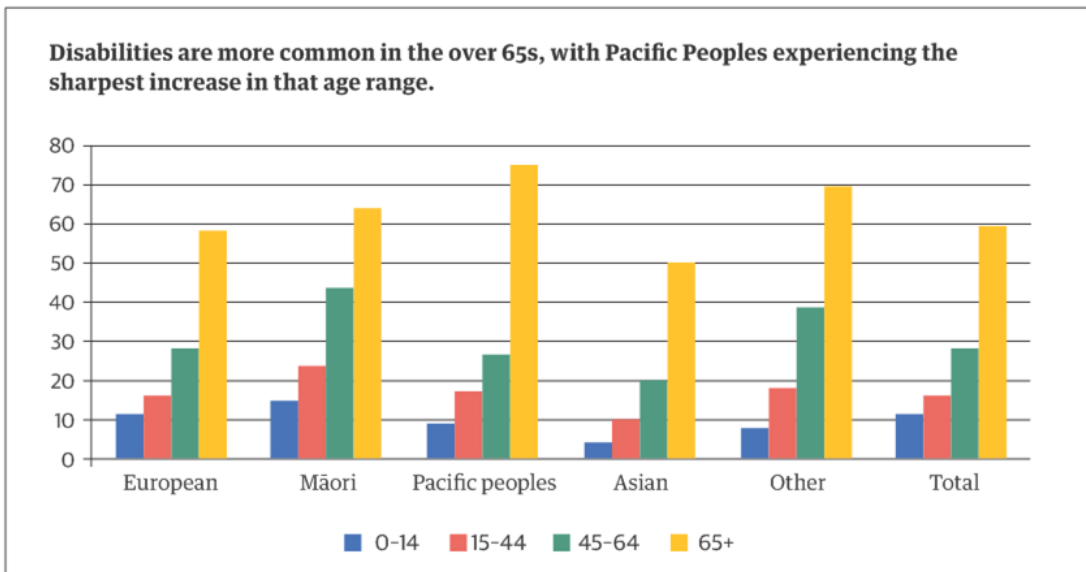
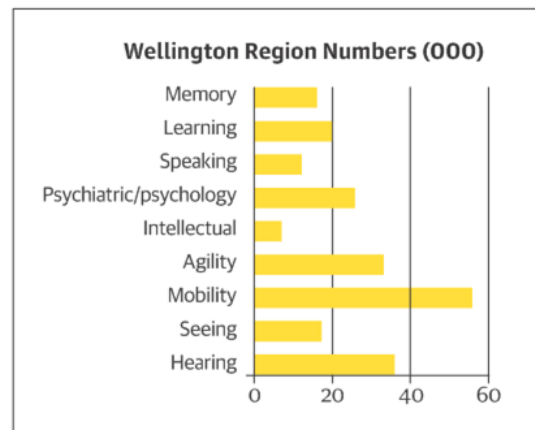
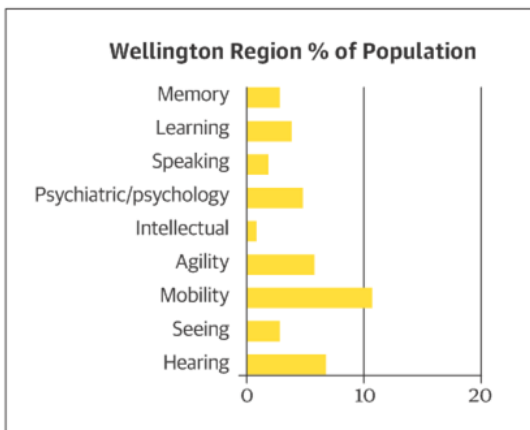
It also aligns to existing work streams - including the Let's Get Wellington Moving programme of work and the updated urban growth plan Planning for Growth being developed.

Working with the community

The Council’s Accessibility Advisory Group has guided the development of this plan. Parents with pushchairs, seniors, those temporarily injured, the disability community, and carers in Wellington were also consulted during the development of this plan.

Key data

Figures from Stats NZ show that 22% of people in the Wellington Region have an impairment. Mobility impairments are the most common in the region followed by hearing and agility.



How accessible is Wellington?

Mobility is the most common form of impairment in Wellington. People with mobility impairments find it more difficult to travel to and through the city, and are more impacted by a poor or unreliable transport network and construction works occurring on roads and footpaths.

While many areas of Wellington are highly accessible, Wellington is experiencing strong population growth resulting in more city development (and associated construction disruption), and construction relating to the earthquakeprone building strengthening programme is also impacting on the overall accessibility of the city.

Additionally, the Lets Get Wellington Moving programme of work will also see construction occurring in the central city and along key arterial routes for many years into the future.

Considering that mobility is the most common form of impairment, and key areas of the city will see higher levels of construction disruption for the foreseeable future, additional survey work was carried out to better understand accessibility issues.

The survey was targeted towards those with a disability, older people and parents with young children and asked for feedback on a journey they regularly take and how difficult or easy this is for them.

Out of the 577 survey responses:

- 82% of survey respondents experience difficulties during a trip they take regularly.
- Most people who completed the survey are travelling around Wellington on foot, followed by bus or driving. Respondents experienced the most difficulty with pavements in the city.
- 36% of respondents considered that accessibility in Wellington has remained *about the same* over the last five year period. However, around a third (30%) believe it has become *better* (6%) or *much better* (24%).
- Just under half (42%) of respondents thought Wellington was either *accessible* (33%) or *very accessible* (9%).
- 16% of respondents also reported that pavements are the most positive part of a journey followed by good public transport. This shows when pavements are or aren't accessible it makes a big impact on the ease of a person's journey.

This sets the scene for a positive action plan to continue to address the issues of accessibility and to enable participation in city life.

The focus of this Action Plan

The New Zealand Disability Strategy 2016 includes a description of an accessible future where “we can get from one place to another easily and safely, for example from home to school, work or to a friend’s house. We can also access all public buildings, spaces and facilities with dignity and on an equal basis with others”.

This ‘accessible journey’ has been used as a way to visualise chronologically the accessibility tasks of users. It highlights potential opportunities and points of contacts with the Council. The journeys which people carry out on a daily basis such as going to the shops, attending an event or visiting friends are important to enable everyone to participate in city life.

The barriers to the accessible journey for disabled people cover information about services, arranging a service, getting from home to the pick-up point, using the service to go to a destination and returning home. (The Accessible Journey: Human Rights Commission, 2005)

New Zealand Building Code Clause D1 Access Routes defines an ‘accessible route’ as;

An access route usable by people with disabilities. It shall be a continuous route that can be negotiated unaided by a wheelchair user. The route shall extend from street boundary or car parking area to those spaces within the building required to be accessible to enable people with disabilities to carry out normal activities and processes within the building.

The Action Plan builds on the ‘Accessible Journey’ concept that was chosen with the Accessibility Advisory Group (AAG). For the purposes of this action plan the accessible journey will be a broader definition that is a combination of the two above. It will not be limited to arriving at a building or place and then use of and movement within the building or place. An accessible journey also includes:

- all the decisions made early in the journey through to the destination
- how information is sourced about travel
- the accessibility of the building or place.

In this way, the complete journey is understood and the barriers to access are identified.

Overall aspirational goals

Goal		Description	What this will look like
All people, residents and visitors, are confident accessing the information they need to participate in Wellington city life, they are able to get to and from all venues and use the service at a destination with ease.	Access to Information	There is easy access to information about the Council and business services, entertainment, hospitality, events, education and recreation.	People can find information in an accessible format about the accessibility of the venue, facilities or event – and how to get there and back.
			Information on the Council websites is in an accessible format and compliant with the NZ Standards: Web Accessibility Standard 1.0 and Web Usability Standard 1.2, and amendments.
			All tourist attractions, hospitality venues, hotels, restaurants and cafés publish statements on venue accessibility.
			Greater Wellington Regional Council and other transport stakeholders have accessibility information publicly available for their transport and public transport routes.
	Access in the built environment	There are efficient accessible transport options (including mobility parking, active mode routes, multi-node routes and clear signage and wayfinding).	Mobility parks are in the places that are of use to people, they are available and not being misused.
			These mobility parks and all kerb cuttings are compliant with NZS4121:2001.
			Pedestrian facilities meet the Guidelines for facilities for blind and vision impaired pedestrians – RTS 14
			Accessible signs are provided throughout the city including links to further information and/or YouTube NZSL explanations.
	Access to venues	There is accessible access to services (e.g. public buildings, restaurants, theatres, accommodation, business providers).	Accessible facilities are available that are fit for purpose.
			Staff are helpful and knowledgeable about accessibility.
		There is accessible access to buildings and movement throughout these buildings.	Guides and programmes are in accessible formats, audio descriptions and closed loop audio at events.
			More buildings, public places and homes are compliant with the MBIE accessibility requirements/guidelines. Council facilities and tourist attractions, hospitality venues, hotels, restaurants and cafés in Wellington will be compliant with NZS4121:2001 (and subsequent amendments).

Goal		Description	What this will look like
	Accessibility Leadership	There is strong messaging from the Council on the importance of accessibility	The Council will plan and forecast for future accessibility requirements, and support this with internal capability to enable the uptake of novel or disruptive technologies that address accessibility.
			The Council will encourage tourist attractions, hospitality venues, hotels, restaurants and cafés in Wellington to publicise the achievement of and compliance with accessibility standards.
			The Council will raise the awareness of accessibility by creating spaces that showcase universal design and accessible venues/businesses; and by running accessible events in these spaces.
			Our consultation and engagement is in line with Ministry of Health guidelines: "A Guide to Community Engagement with People with Disabilities".

2019–22 Accessible Action Plan - Key Actions

Action 1: Accessibility in Strategic Planning

Building data to track our progress over time

Accessibility and universal design should be embedded in the long-term vision for the city and taken into account in developing and reporting on the Long-Term Plan, Annual Plan and strategy documents.

This action can be delivered within existing budgets.

Action	Timeframe	Owner
The Council will monitor the wellbeing outcomes for citizens within Wellington on the basis of disability, and work with key stakeholders (e.g. national government, Regional Council, and the District Health Board) to mitigate any inequity identified.	Annual	WCC (Policy, Research and Evaluation team)
Carry out a survey where people provide regular feedback on the accessibility of the city. Review the survey results and track accessibility progress.	Annual	WCC (Research team)WCC (Policy team)
The Council actively pursues opportunities such as the Lightning Lab to enable it to identify new and innovative solutions to accessibility barriers.	Annual	WCC (Policy team)
Establish a regular 'Accessibility Hui' made up of staff from across the Council. The group will be interlinked and share both skills and resources.	Establish 2019 Meetings bi-monthly.	WCC (Policy team)

Action 2: Access to Information

Provide usable up-to-date information on accessible Wellington

Access to information is vital so people can make choices about where they can go safely. Currently the information is not consolidated in one place neither is it driven from a user perspective. This action focuses on delivering the right information in a format so the accessible community can make good decisions.

The Council developed an accessibility map as part of the 2012-2015 action plan. Additional information can be added, for example, venue information or allowing people to enter information through a ‘live’ function, such as “there

is scaffolding on this street”; “a stair rail is missing”. The current map also appears not to be well known and its placement on the website and an accessibility communication strategy needs to be considered.

A review of this map will be carried out with the accessibility community and community partners. This will include what accessibility features people would like to see on the map to enhance their accessible journey and will explore alternatives for communicating accessibility about the city beyond visual maps. This action can be delivered within existing budgets.

Action	Timeframe	Owner
Develop a page through Engagement HQ that allows people to engage with the Council about what information would be of most use and how that information would be provided.	6 months	WCC (Policy team)
Following feedback, explore if the site can then be used to test – providing the information wanted, in the form needed. (Will rely on people engaging with the site to source the information.)	12 months	WCC (Policy team)
Establish a working group of stakeholders to develop scope and deliver a plan that will: <ul style="list-style-type: none"> Engage with the accessibility community to determine what information would be useful Preferred ways to access this information Determine if the current Accessible Wellington Map meets the needs of the community Develop a communications and marketing plan 	12 months	WCC (Policy team)
Work with partners and accessibility consumers to develop a platform that integrates and displays accessible information in appropriate formats	As above	WCC (Policy team)

Action 3: Accessible Spaces**The accessible space will act as a starting point within the city for full accessibility.**

This project seeks to create accessibility spaces across the city that champion and model good accessible design and practice. The spaces will address the physical accessibility of the environment as well as also promoting an accessible culture within the businesses that operate in the location.

This will require considering accessibility and how it can be carried out at a much higher standard to which it currently is and raising the bar. Universal Design principles will be applied to the space, street and buildings. The space will be designed with the accessibility community

who will input on what the new higher standard should look and feel like.

We will work with businesses to assist them to operate in an accessible way ensuring that customers and potential staff with accessibility requirements will be able to fully participate within the space.

The aim is to create spaces that people can feel confident visiting knowing that no pre-planning is required about the accessibility of the space and its venues before visiting. People will be confident about the space and participating in events and activities. The space will educate Wellingtonians on what full accessibility looks like and how good accessibility benefits everyone.

Action	Timeframe	Owner
Work with the Urban Design team to identify an upcoming project that would fit with the Accessibility Space concept.	2019/20	Cross Council Initiative
Work with the community in a co-design process to identify what a high standard of accessibility and Universal Design would look like for the space.	2020	Cross Council Initiative
Work with businesses in the space to improve and become fully accessible.	2020	Cross Council Initiative
Hold events that are accessible and raise awareness of accessibility.	2020/21	Cross Council Initiative

Action 4: Accessible Reviews

Sharing best practice to inform, educate and lift standards

There is an opportunity for people who experience a disability to write their own reviews about places visited in the city so that the whole community can learn from the experience of others and venues get feedback on their accessibility from personal experience. The Council would explore partnership opportunities to establish this. The review information would be publicly available and can be used by all people when planning a trip.

The reviews will work in conjunction with the existing strategy of encouraging venues to meet accessibility guidelines. This could include a rating system to

encourage businesses and venues to improve accessibility.

There are existing international examples and these sites encourage businesses to address reviewer comments by improving accessibility. Over time we would work towards all tourist attractions, hospitality venues, hotels, restaurants and cafés in Wellington publishing a statement on their venue’s accessibility (per NZS4121:2001 and subsequent amendments).

Our role will be around advocacy and facilitation and therefore the costs to the Council are expected to be low and be delivered from within existing resources.

Action	Timeframe	Owner
To investigate partnership opportunities with stakeholders and companies already working on accessibility assessments to create publicly available reviews of Wellington's places, spaces and venues.	2019/20	WCC (Policy team)
Establish a working group of stakeholders and people of interest to test functionality and to gauge potential uptake and interest in the Review tools.	2020	WCC (Policy team)
Create the Wellington based content with partners.	2020/21	WCC (Policy team) and Partner
Work with the communications team to promote the Review tools and raise awareness of it to the public. Develop a communications plan to promote venue accessibility across the city.	2020/21	WCC (Policy team and Communications and Engagement team). Potential for partner also
Maintain the Review tools to ensure the content is relevant and up to date.	Ongoing	WCC (Policy team)

Action 5: Gathering feedback on accessibility**Allowing public to feedback on 'accessible journeys' through Wellington**

We need to give the accessible community the opportunity to easily and quickly provide feedback on accessibility issues they face that can then be addressed by the Council.

It is proposed to build a tool that would build on the accessible journey exercise that was carried out with the Council's Accessibility Advisory Group, to engage and allow the wider public to report on positive and negative parts of any journey they undertake.

This feedback tool could be live or run for set periods of time, for example, over

the summer for three months. It would gather accessible *issues* and *ideas* for improvements that people experience so that these can then be actioned. The information that is gathered could then be considered by the Council and inform future investment plans. A communications plan would be built around this initiative which would raise awareness and be a channel for broader accessibility messages.

The first stage of this action is to work with stakeholders to refine scope, functionality and likely uptake of any tool. Potential costs will also be determined through this initial scoping phase.

Action	Timeframe	Owner
Establish a working group of stakeholders and people of interest to test functionality and potential uptake of an app or a survey.	2020	WCC (Policy team)
Work to refine app or survey and questions to record an accessible journey along with accessible usability of the tool.	2020	WCC (Policy team)
Work with Wellington City Council communications team to promote the tool and raise awareness of it to the public.	2020	WCC (Policy with Communications and Engagement Team).
Run app or survey for a three month period allowing feedback to be received on journeys.	2020	WCC (Research and Policy teams)
Once the tool run period has concluded, analyse and then present results to Wellington City Council business units for action/investment	Ongoing	WCC (Policy with relevant teams that feedback relates to).
Repeat the above four actions each year. Tailor the tool and questions as needed.	Ongoing	WCC (Policy team)

Action 6: Urban Design

Ensure that the design of public spaces incorporates universal design principles.

Results from the *Getting Around Wellington* survey showed that city design, particularly the pavements and the quality of Wellington’s streets, make a big difference to the ease of people’s journeys. Comments in the survey included street clutter and other barriers that people experience already. Better designed streets, managing footpaths and public spaces, and removing potential barriers that block these spaces, will create more accessible journeys around the city.

This will be considered through a reviewed Footpath Management Policy or any new City Design guidelines.

Feedback was also received through the survey on the accessibility of some of Wellington’s parks.

Action	Timeframe	Owner
Develop an infrastructure investment/upgrade plan to increase the kerb cuttings that comply with NZS4121:2001 specifications.	2020/21	WCC (Policy team) WCC (Transport and Infrastructure)
Review of the Footpath Management Policy and development of guidelines for the design of public spaces including: <ul style="list-style-type: none"> Street furniture Accessible Signage - Use of braille, large font, high contrast, easily readable signs and other tools that can link to additional information. Non-obstruction - review of standards for the location of street furniture and sandwich board retail signs Seating - ensure that public space seating is included at regular intervals throughout the city (for those with limited walking/standing capacity) and that seating has arms to permit easy transfers. 	2020	WCC (Policy team) WCC (City Design)

Action 7: Mobility parking**Mobility parks are fit-for-purpose**

The Council adopted a Mobility Parking Policy in 2005, which aims to ensure Wellington is a liveable place for people with limited mobility by enhancing their ability to participate in employment, social, cultural and political life and their access to services and resources. The policy only covers Council-provided mobility parking spaces and does not cover mobility parking spaces on private land, such as at supermarkets and retail outlets.

In 2005, there were 23 Council-provided on-street mobility spaces. This increased to 55 spaces in the central area or 1.7 percent of all metered spaces. This

was planned to be close to 2 percent of parking in line with Australian and Canadian cities.

CCS Disability Action (CCS) provides mobility parking permits, advocacy and information sharing in the disability sector New Zealand-wide. They have developed an app, Access Aware, that allows people to report information on Mobility Parks. The Council has been trialling the alert function of the app. Reporting of potential mobility parking misuse of a Council-controlled parking space is sent in real time to the Council's parking enforcement team so they can monitor the use and respond to potential misuse of the mobility parking spaces.

Action	Timeframe	Owner
Work with CCS to share information on Mobility Parking in Wellington. Information includes creating a data base that is crowdsourced about the amount, location and type of mobility parking space in Wellington. The database will cover both Council-provided and other mobility parking spaces.	2019	WCC (Policy team)
Review the Mobility Parking Policy (2005) as part of the Parking Policy Review.	2019/20	WCC (Policy team)
Following review of the CBD mobility parks. a. Hold a workshop to review the current Council on-street mobility parking spaces b. use the information from the workshop, plus survey results, to develop an action plan for improving the provision of Council on-street mobility parking spaces in Wellington.	2019/20	WCC (Transport and Infrastructure) WCC (Research and Policy teams)

Action 8: Accessible Navigation

Investigating options for assisting with navigation of the city with ease

We have piloted BlindSquare for people who are blind or have low vision or a print disability. With the BlindSquare iPhone navigation app and Kontakt.io beacons, people with sight loss can explore their city with independence. As app-users pass shops and businesses that are ‘BlindSquare Enabled’, the app provides a spoken description of the business, including its name, what goods or services it provides and the shop layout. The app also provides other information such as the names of the roads they are walking along, or where the bus stops are.

This area is rapidly moving with new technology development.

Action	Timeframe	Owner
Continue to explore ways to assist people navigate their way around the city.	Ongoing	Community Networks

Action 9: Accessible Democracy**Participate in democracy and have a say in how the city is run**

The Council has a duty to enable all people to have a voice in the topics and issues shaping the city. Everyone who lives in Wellington should have access to voting in elections and be able to have a say in the topics that affect them.

Action	Timeframe	Owner
Audit the accessibility of council buildings, and council-related public buildings against NZS4121:2001.	TBC	Investigating
Accessibility of Committee rooms at 113 The Terrace.	Ongoing	Democratic Services
Options for closed loop audio for WCC public meetings will be investigated.	2019/20	Democratic Services
The availability of NZSL Interpreters for WCC public meetings on request will be advertised more prominently.	2019/20	Democratic Services
Accessibility awareness raising and training of staff.	2019 and then ongoing.	Policy and Communications Team
Accessible consultation and engagement. <ul style="list-style-type: none"> Produce Council Consultation and Engagement Guidelines Promote use and implementation of the Guidelines 	6 months and then ongoing.	Engagement

Ongoing Actions

The Council will continue to deliver the following as part of its business as usual activities which address accessibility issues and access to information.

Access to Venues	We will continue to improve the levels of accessibility compliance at Council venues. We will do this through continuing accessibility audits, and staff training to improve building accessibility and customer service.
	We will look at options of inclusive play where practical and possible when we undertake upgrades to play spaces and the development of new play spaces.
	Building consents will continue to be assessed on any required accessibility standards. Compliance with those standards will be enforced on the building code accessibility standards.
Access to Wellington	We will ensure that Mobility Parking installations are in the right places and that they meet as practical as possible the accessibility standards in the road.
	Our street upgrade programmes will include accessibility pavement upgrades to ensure that our streets are increasingly accessible for all.
	Within our Open Space Access Plan 2016 we will identify the paths and walkways that have sealed surfaces and flat pathways for mobility users.
	We will review whether more accessible tracks need to be constructed.
	We will continue to support the annual Accessibility Awards, recognising businesses, initiatives and people who help make Wellington more accessible.
Access to Information	We will ensure that Council information – including emergency and emergency preparedness messaging is accessible.
	We will ensure that the Council and affiliated websites are compliant with the NZ Standards: Web Accessibility Standard 1.0 and Web Usability Standard 1.2, and subsequent amendments.

Accessibility Leadership	We will work with other stakeholders to improve accessibility as an integrated approach is often needed..
	We will involve the Accessibility Advisory Group, technical accessibility advisors, and the wider disability community, in service development initiatives.
	We will work with GWRC and other transport stakeholders to ensure accessibility-specific information is made publicly available (online, in app format, and in other digital/non-digital media) for all transport and public transport routes.
	The Council will support/advocate for national standards for mobility parking, integrated ticketing and shared fare structures on public transport in Wellington, accessible options for public transport without requirements for prior bookings or reservations, including accessible bus stop design, methods of signalling the need for assistance on bus stops, and accessibility training of staff to assist passengers safely embark/disembark public transport.

Action Plan 2023 onwards

Once the action plan has run its duration a review of the 2019-2022 Action Plan will be carried out and a refreshed plan produced.

Action Plan on a Page

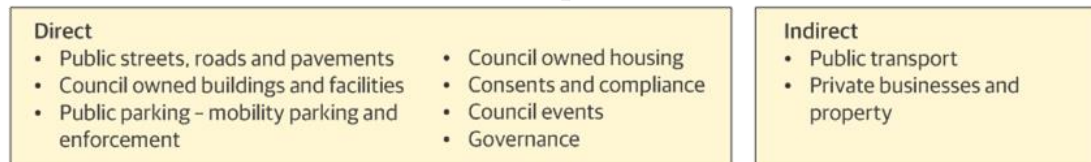
Accessible Wellington

An inclusive and socially responsible city that is accessible, safe and easy to get around.

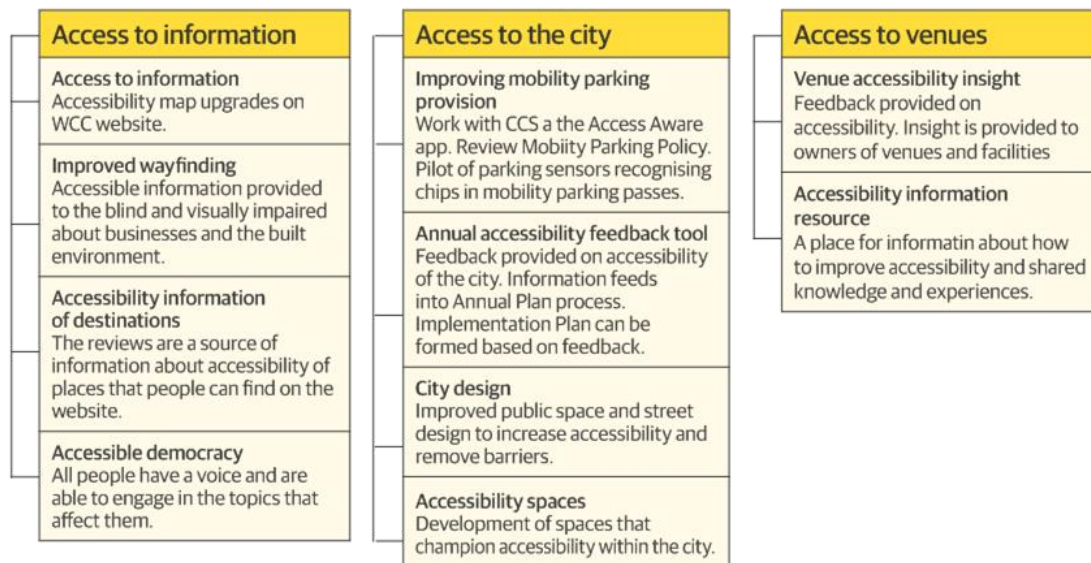
Areas of Focus



Scope



Actions



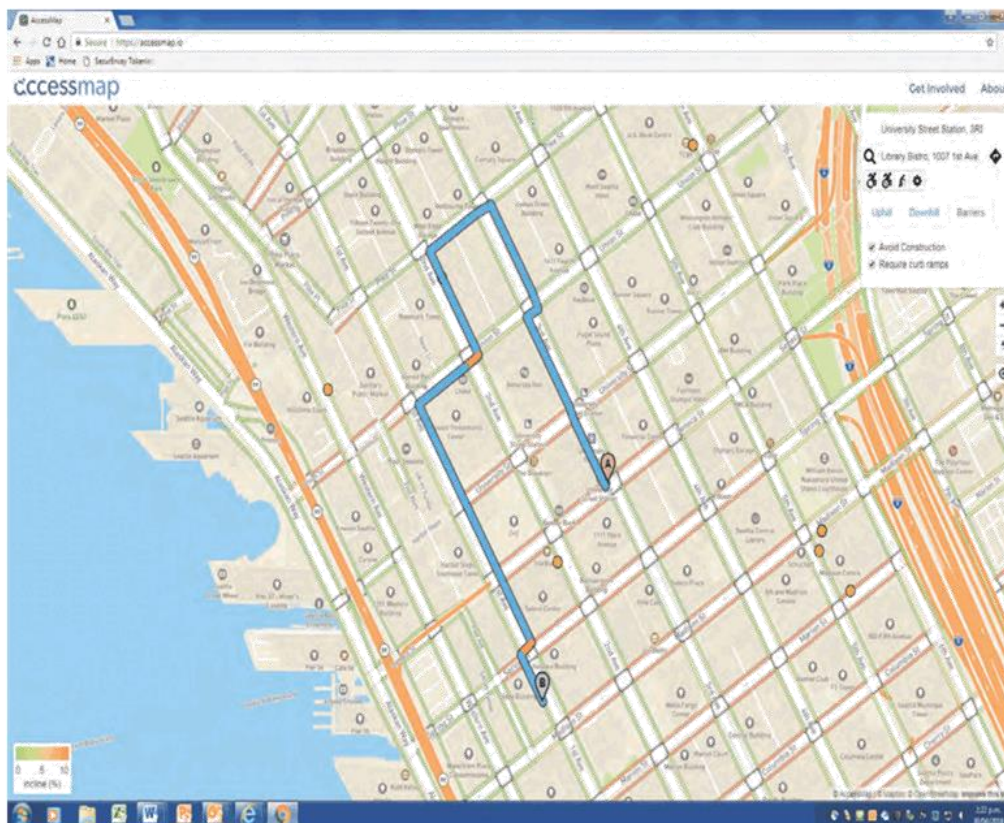
Ongoing – Business as usual actions

International Case Studies and further reading

Seattle: Access Map the sidewalk mapping app.

AccessMap is a map-based app used in Seattle that plans accessible routes through the city. Pedestrians with limited mobility can be provided with a route to a destination that is accessible and will avoid features such as inclines that would be problematic or even an accessibility barrier. Google maps does not currently provide such an accessibility feature.

The University of Washington's Taskar Center for Accessible Technology, which created the map currently gathers information on elevation, crossings, sidewalks and kerb ramps from existing databases. The project is now entering the next step and is crowdsourcing extra information such as pavement widths and handrails.



EU Access City Awards

The Access City Award is for cities in Europe that are making it easy for everyone to live there. The Awards are for cities that work to make buildings, parks, transport and many other public areas more accessible for people with disabilities and the elderly.

In 2018, the city of Breda in the Netherlands won the award.

“In Breda, public places such as parks and stores are accessible to everyone. Digital technologies ensure that all citizens can get around using public transport. And Breda’s investments pay off. Tourism is thriving thanks to the city’s commitment to inclusion. In the near future, the European Accessibility Act will complement Breda’s efforts by setting European accessibility standards for key products and services. Our combined efforts at local and European level are a game changer for the more than 80 million Europeans with disabilities.”



In 2017 the city of Chester was the winner of the award. The city has gone beyond legal minimum requirements for accessibility to ensure the city is used by all.

Chester is an historic city famous for its 3.2 km City Walls which form the most complete circuit of Roman, Saxon and Medieval walls in the UK. It is also well known for the Rows, unique elevated walkways above the four main streets. As an Ancient Monument, access to the City Walls has had to be tackled with great care and sensitivity. Ramps and level access have been introduced over many years and are now at 11 locations. All sections of the elevated Rows have been made accessible with a combination of ramps, level access routes, a lift and escalator. Access points are widely advertised on panels around the city and in the city centre access leaflet.

To enable disabled people needing specialist facilities to enjoy the city for longer, four Changing Places units have been provided. These are larger than standard accessible toilets and include equipment such as hoists, an adjustable height changing bed, washbasin and shower.

The city also improved how people get around with 129 accessible buses. Improved access to municipal buildings allows greater access to participating in city life and the city’s website aims to comply with international standards providing accessible information for people.

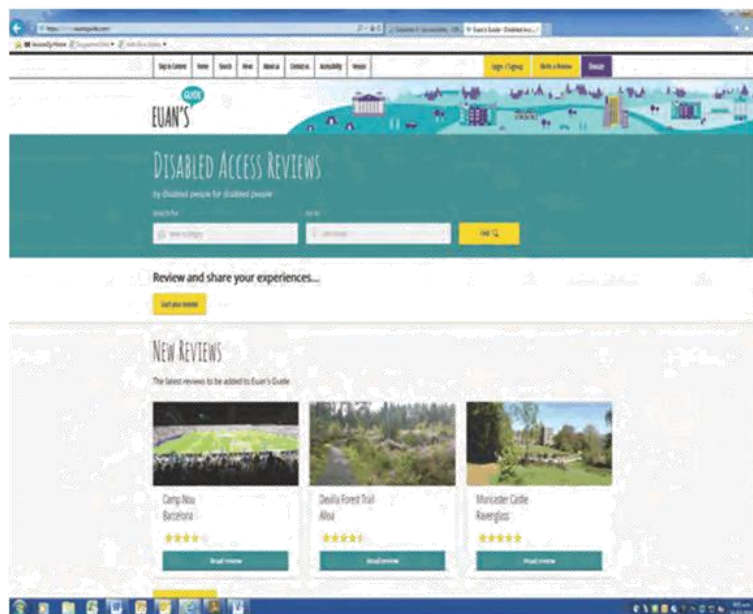
Euan’s Guide - euansguide.com

Euan’s Guide is the accessibility review website that aims to ‘remove the fear of the unknown’ and inspire people to try new places. The website was founded in 2013 by brother and sister, Euan and Kiki MacDonald, after Euan became a powerchair user. After spending hours of their time making enquiries about access at places they wanted to go, the duo realised that they could not be alone in their search for access information. This idea became Euan’s Guide, a digital charity that is helping to open up towns and cities to people struggling with accessibility everywhere.

Individuals, their friends and families can use the website to search for

listings and reviews of venues across the UK and beyond. Listings include information about accessible toilets, wheelchair access, hearing loops and multiple other access features that exist at any one particular venue. The cornerstone of Euan’s Guide however is its community of independent reviewers, who share their photos and experiences of restaurants, hotels, train stations, attractions and anywhere else they may have visited. By sharing their experiences people can give others an idea of what to expect when they visit somewhere new for the first time.

It now provides accessibility information on about 6,000 venues across the UK.



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www.nzta.govt.nz/assets/resources/road-traffic-standards/docs/rts-14.pdf

Definitions

Accessibility - We access all places, services and information with ease and dignity. (*New Zealand Disability Strategy, 2016-2026*).

Co-design - People with accessibility needs are consulted on and actively involved in the development and implementation of legislation and policies concerning housing (home ownership, social housing and private rentals), transport (public and private), public buildings and spaces and information, communication and technology.

Public building - is a building that is open and can be used by the public.

Facilities - applies to building facilities, lifts and toilets but also public external facilities such as tracks, toilets, shelters, seating etc. Facilities can be within buildings and venues.

Venues - the place where something happens, especially an organized event such as a concert, conference, or sports competition. *Universal design* - is good design that works for everyone: It is about making sure everything is accessible to, understood by and used to the greatest extent possible by everyone, without adaptation or requiring little adaptation. Incorporating universal design early on is cost-effective.

- Universal design is often referred to in relation to the built environment, but it applies to services, supports, the curriculum and technologies as well.
- Universal design is distinct from accessible design. Accessible design represents the minimum accessibility requirements in built design, whereas universal design seeks accessible design outcomes that work for everyone.
(*New Zealand Disability Strategy 2016*)

Accessible Format - That a document or piece of information has been made with consideration of accessibility. Some formats suit one type of impairment more than another and a combination may be required depending on the audience:

- visual impairments - audio, audio description, Braille, Moon, telephone
- learning disabilities and literacy difficulties - audio, audio description, easy read, easy access, Makaton, subtitles
- hearing - Sign Language, Makaton, subtitling, textphone, SMS
- co-ordination difficulties - large print, audio, audio description, telephone (gov.co.uk)

Accessible Wellington

The Accessible Journey Action Plan

May 2019

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Foreword by Justin Lester, Mayor of Wellington

Wellington is a city where many people want to live. We want to welcome everyone and ensure the city's attractions are available to everyone.

With steep hills and narrow streets, it's not the easiest place to get around, and it is even more challenging for those with mobility issues, whether due to disability, age or having young children in prams and pushchairs.

However, with planning and forethought we can include everyone in all aspects of city life. This is important because we are the capital city and should be at the forefront of accessibility planning and design.

We have a unique opportunity to lead the way for other cities in taking an accessibility-friendly approach to accessibility development.

Last year we had our first Wellington Accessibility Awards, which recognised businesses, initiatives and people who help make the city more accessible.

Some are taking up the challenge themselves but we need a city-wide approach if we want to really be the people-centred capital we aspire to be.

And it's the little things such as street furniture, accessible signage and seating that combine with the larger aspects, such as footpath and road design and public transport features that will make all the difference.

As Mayor of Wellington, I fully support this Accessible Wellington action plan and look forward to the positive change it makes.

Foreword by AAG Chairs

As the current co-chairs of the Accessibility Advisory Group we welcome the Accessible Wellington Action Plan. We see it as a positive step ahead for many different journeys, the journey we as disabled people make through Wellington city and one for Wellington City Council as they explore new ways of understanding accessibility and how to work with the disability community.

The Accessible Journey is a very important one for disabled people as it impacts our ability to participate as Wellingtonians. It enables us to access education, employment and health services. It also allows us to participate and for us to be socially involved. It also affects our ability to be contributing citizens.

This Accessible Wellington Action Plan is being released at the same time as a world-wide wave of heightened awareness of the responsibility local government agencies have towards establishing accessible environments as part of their role in creating sustainable cities and communities.

It is a living document. We look forward to seeing it evolve.

Gratitude must go to Michael Bealing, Nick Ruane, Alice Bates, Crispian Franklin and Geoff Lawson who were instrumental in the development of this action plan.

Tristram Ingham and Rachel Noble

Introduction

We want all people in Wellington to be able to participate in all aspects of city life on an equal basis.

This means providing accessible services, communication channels, facilities, transport options, and buildings and public spaces to help make Wellington more accessible and inclusive for everyone.

Improving the city's accessibility will make it more inclusive and help the city remain attractive to residents and visitors of any age and ability.

Approximately 24% of people in New Zealand have a disability. This is much higher for people over 65 years of age, with 59% of people having some kind of disability. Physical limitations are the most common type of impairment (Stats NZ). There are also 3,500 mobility card holders in Wellington, most being over the age of 65.

Parents with young children can also have negative experiences if the city is not built with accessibility in mind. In 2017 there were 6,057 births in the Wellington region (Stats NZ), which provides an indication of the number of people travelling with pushchairs and soon-to-be young children who need providing for.

We want to build on our reputation as an inclusive and socially responsible city that is accessible, safe and easy to get around and where all people can participate in city life and have a say about its future.

This plan is to act as our guide and will enhance people's independence and ability to participate, engage in, and benefit from, key Council services.

The plan sets out specific actions, will include measurable criteria, such as timeframes and action owners, and is a starting point for both coordinating what the Council is already doing and recommending key actions for the next three years. This is considered to be a living document, and over time, additional actions may be included.

Legislation

New Zealand ratified the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)⁵ in 2008. The Convention is a key document in the area of accessibility.

The purpose of the Convention is *'to promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity.'*

The Convention is important as it clarifies the rights of persons with disabilities and sets out responsibilities to respect those rights. The Convention promotes accessible social development and has been described as a human rights treaty and a development tool.

The New Zealand Disability Strategy (NZDS) was guided by the principles of the UNCRPD. The Council supports the achievement of the goals of the Convention and its Optional Protocol (A/RES/61/106).

⁵ <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities.html>

National policy

The New Zealand Disability Strategy 2016-2026 has identified eight outcomes which contribute towards making New Zealand a non-disabling society. [Outcome 5 relates to Accessibility](#) - We access all places, services and information with ease and dignity. The Strategy sets out what “our future looks like and what needs to happen” for Outcome 5. This is that:

- *‘We have access to warm, safe and affordable housing that meets our needs and enables us to make choices about where we go to school or work and to fully participate as members of our families, whānau and communities.*
- *We can get from one place to another easily and safely, for example from home to school, work or to a friend’s house. We can also access all public buildings, spaces and facilities with dignity and on an equal basis with others.*
- *We feel safe taking public transport to get around and are treated well when we do so. Our needs are also appropriately considered when planning for new transport services. Private transport services are responsive to and inclusive of us. For those of us who need it, there is access to specific transport options that are affordable, readily available and easy to use.*
- *Information and communications are easy for us to access in formats and languages that are right for us, including in our country’s official languages of Te Reo Māori and New Zealand Sign Language. This helps us to be independent because we do not have to rely on other people. We use technology on the same basis as everyone else; those of us who need specific technology solutions will have access to these in a way that is innovative, progressive and helps to eliminate barriers. The evolving opportunities presented by new technology helps us to achieve our goals.*
- *Our accessible communities are free of barriers (for example, access to shops, banks, entertainment, churches, parks, and so on), which enables us to participate and contribute on an equal basis with non-disabled people.’*

Links to the Council direction

This Action Plan aligns to our Towards 2040: Smart City strategy – and links closely to the following two pillars:

People-centred city

Wellington's people-centred city will be healthy, vibrant, affordable and resilient, with a strong sense of identity and 'place'. This will be expressed through urban form, openness and accessibility for its current and future populations.

Connected city

As a connected city, Wellington's people, places and ideas access networks - regionally, nationally and globally. Connections are

- physical - allowing for ease of movement of people and goods
- virtual - in the form of world-class ICT infrastructure

- social - allowing people to connect to each other and their communities.

The approach outlined in this action plan also aligns with the [Positive Ageing Policy](#), [Central City Framework](#), and the [Wellington Urban Growth Plan 2014-2043](#).

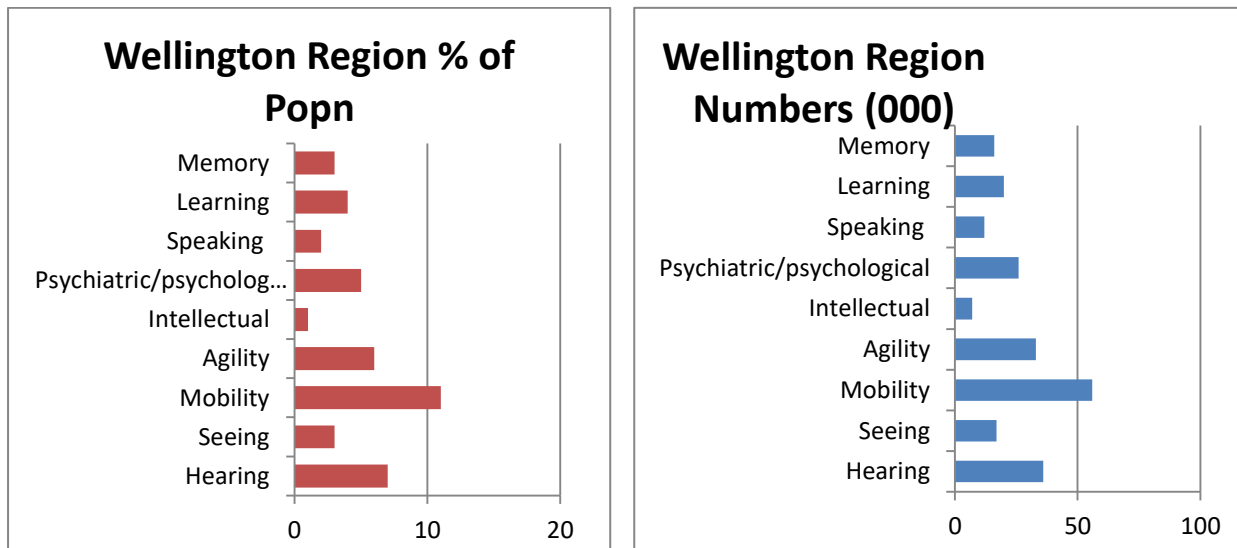
It also aligns to existing work streams – including the Let’s Get Wellington Moving programme of work and the updated urban growth plan [Planning for Growth](#) being developed.

Working with the community

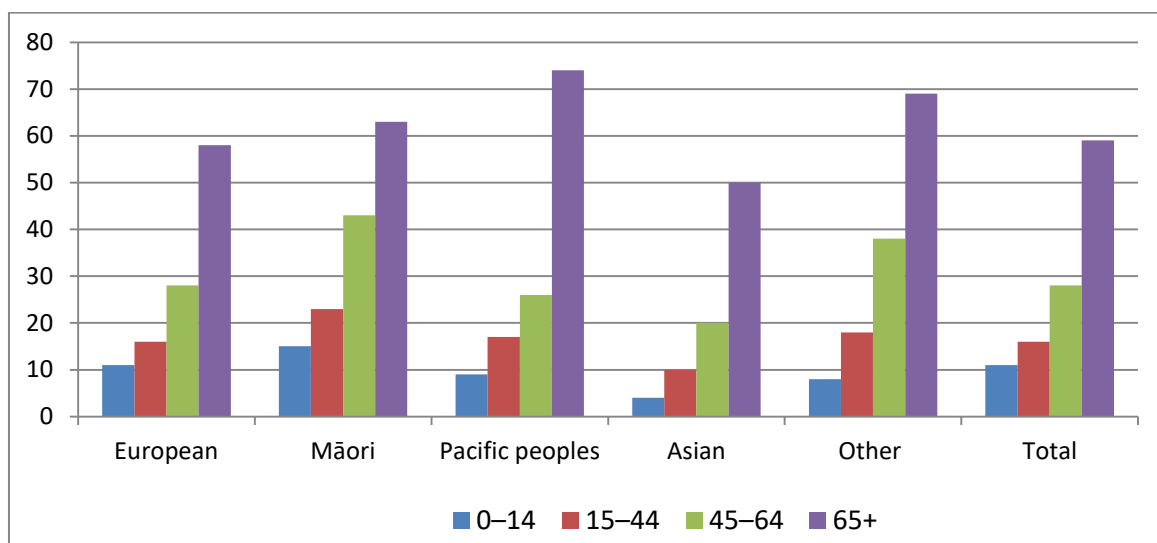
The Council’s Accessibility Advisory Group has guided the development of this plan. Parents with pushchairs, seniors, those temporarily injured, the disability community, and carers in Wellington were also consulted during the development of this plan.

Key data

Figures from Stats NZ show that 22% of people in the Wellington Region have an impairment. Mobility impairments are the most common in the region followed by hearing and agility.



Disabilities are more common in the over 65s, with Pacific Peoples experiencing the sharpest increase in that age range.



How accessible is Wellington?

Mobility is the most common form of impairment in Wellington. People with mobility impairments find it more difficult to travel to and through the city, and are more impacted by a poor or unreliable transport network and construction works occurring on roads and footpaths.

While many areas of Wellington are highly accessible, Wellington is experiencing strong population growth resulting in more city development (and associated construction disruption), and construction relating to the earthquake-prone building strengthening programme is also impacting on the overall accessibility of the city.

Additionally, the Lets Get Wellington Moving programme of work will also see construction occurring in the central city and along key arterial routes for many years into the future.

Considering that mobility is the most common form of impairment, and key areas of the city will see higher levels of construction disruption for the foreseeable future, additional survey work was carried out to better understand accessibility issues.

The survey was targeted towards those with a disability, older people and parents with young children and asked for feedback on a journey they regularly take and how difficult or easy this is for them.

Out of the 577 survey responses:

- 82% of survey respondents experience difficulties during a trip they take regularly.
- Most people who completed the survey are travelling around Wellington on foot, followed by bus or driving. Respondents experienced the most difficulty with pavements in the city.
- 36% of respondents considered that accessibility in Wellington has remained *about the same* over the last five year period. However, around a third (30%) believe it has become *better* (6%) or *much better* (24%).
- Just under half (42%) of respondents thought Wellington was either *accessible* (33%) or *very accessible* (9%).

-
- 16% of respondents also reported that pavements are the most positive part of a journey followed by good public transport. This shows when pavements are or aren't accessible it makes a big impact on the ease of a person's journey.

This sets the scene for a positive action plan to continue to address the issues of accessibility and to enable participation in city life.

The Focus of this Action Plan

The New Zealand Disability Strategy 2016 includes a description of an [accessible future](#) where “we can get from one place to another easily and safely, for example from home to school, work or to a friend’s house. We can also access all public buildings, spaces and facilities with dignity and on an equal basis with others”.

This ‘accessible journey’ has been used as a way to visualise chronologically the accessibility tasks of users. It highlights potential opportunities and points of contacts with the Council. The journeys which people carry out on a daily basis such as going to the shops, attending an event or visiting friends are important to enable everyone to participate in city life.

The barriers to the accessible journey for disabled people cover information about services, arranging a service, getting from home to the pick-up point, using the service to go to a destination and returning home. (The Accessible Journey: Human Rights Commission, 2005)

New Zealand Building Code Clause D1 Access Routes defines an ‘accessible route’ as;

An access route usable by people with disabilities. It shall be a continuous route that can be negotiated unaided by a wheelchair user. The route shall extend from street boundary or car parking area to those spaces within the building required to be accessible to enable people with disabilities to carry out normal activities and processes within the building.

The Action Plan builds on the ‘Accessible Journey’ concept that was chosen with the Accessibility Advisory Group (AAG). For the purposes of this action plan the accessible journey will be a broader definition that is a combination of the two above. It will not be limited to arriving at a building or place and then use of and movement within the building or place. An accessible journey also includes:

- all the decisions made early in the journey through to the destination
- how information is sourced about travel
- the accessibility of the building or place.

In this way, the complete journey is understood and the barriers to access are identified.

Overall aspirational goals

Goal		Description	What this will look like
All people, residents and visitors, are confident accessing the information they need to participate in Wellington city life, they are able to get to and from all venues and use the service at a destination with ease.	<u>Access to Information</u>	There is easy access to information about the Council and business services, entertainment, hospitality, events, education and recreation.	People can find information in an accessible format about the accessibility of the venue, facilities or event - and how to get there and back.
			Information on the Council websites is in an accessible format and compliant with the NZ Standards: Web Accessibility Standard 1.0 and Web Usability Standard 1.2, and amendments.
			All tourist attractions, hospitality venues, hotels, restaurants and cafés publish statements on venue accessibility.
			Greater Wellington Regional Council and other transport stakeholders have accessibility information publicly available for their transport and public transport routes.
	<u>Access in the built environment</u>	There are efficient accessible transport options (including mobility parking, active mode routes, multi-node routes and clear signage and wayfinding).	Mobility parks are in the places that are of use to people, they are available and not being misused.
			These mobility parks and all curb cuttings are compliant with NZS4121:2001.
			Pedestrian facilities meet the Guidelines for facilities for blind and vision impaired pedestrians - RTS 14
			Accessible signs are provided throughout the city including links to further information and/or YouTube NZSL explanations.
	<u>Access to venues</u>	There is accessible access to services (e.g. public buildings, restaurants, theatres, accommodation, business providers).	Accessible facilities are available that are fit for purpose.
			Staff are helpful and knowledgeable about accessibility.
		There is accessible access to buildings and movement throughout these buildings.	Guides and programmes are in accessible formats, audio descriptions and closed loop audio at events.
			More buildings, public places and homes are compliant with the MBIE accessibility requirements/guidelines.
	<u>Accessibility Leadership</u>	There is strong messaging from the Council on the importance of accessibility	Council facilities and tourist attractions, hospitality venues, hotels, restaurants and cafés in Wellington will be compliant with NZS4121:2001 (and subsequent amendments).
			The Council will plan and forecast for future accessibility requirements, and support this with internal capability to enable the uptake of novel or disruptive technologies that address accessibility.
			The Council will encourage tourist attractions, hospitality venues, hotels, restaurants and cafés in Wellington to publicise the achievement of and compliance with accessibility standards.
			The Council will raise the awareness of accessibility by creating spaces that showcase universal design and accessible

			venues/businesses; and by running accessible events in these spaces.
			Our consultation and engagement is in line with Ministry of Health guidelines: "A Guide to Community Engagement with People with Disabilities".

2019-22 Accessible Action Plan – Key Actions

Action 1: Accessibility in Strategic Planning

Building data to track our progress over time

Accessibility and universal design should be embedded in the long-term vision for the city and taken into account in developing and reporting on the Long-Term Plan, Annual Plan and strategy documents.

This action can be delivered within existing budgets.

Action	Timeframe	Owner
The Council will monitor the wellbeing outcomes for citizens within Wellington on the basis of disability, and work with key stakeholders (e.g. national government, Regional Council, and the District Health Board) to mitigate any inequity identified.	Annual	WCC (Policy, Research and Evaluation team)
Carry out a survey where people provide regular feedback on the accessibility of the city. Review the survey results and track accessibility progress.	Annual	WCC (Research team) WCC (Policy team)
The Council actively pursues opportunities such as the Lightning Lab to enable it to identify new and innovative solutions to accessibility barriers.	Annual	WCC (Policy team)
Establish a regular 'Accessibility Hui' made up of staff from across the Council. The group will be interlinked and share both skills and resources.	Establish 2019 Meetings bi-monthly.	WCC (Policy team)

Action 2: Access to Information

Provide usable up-to-date information on accessible Wellington

Access to information is vital so people can make choices about where they can go safely. Currently the information is not consolidated in one place neither is it driven from a user perspective. This action focuses on delivering the right information in a format so the accessible community can make good decisions.

The Council developed an accessibility map as part of the 2012-2015 action plan. Additional information can be added, for example, venue information or allowing people to enter information through a 'live' function, such as "there is scaffolding on this street"; "a stair rail is missing". The current map also appears not to be well known and its placement on the website and an accessibility communication strategy needs to be considered.

A review of this map will be carried out with the accessibility community and community partners. This will include what accessibility features people would like to see on the map to enhance their

accessible journey and will explore alternatives for communicating accessibility about the city beyond visual maps. This action can be delivered within existing budgets.

Action	Timeframe	Owner
Develop a page through Engagement HQ that allows people to engage with the Council about what information would be of most use and how that information would be provided.	6 months	WCC (Policy team)
Following feedback, explore if the site can then be used to test – providing the information wanted, in the form needed. (Will rely on people engaging with the site to source the information.)	12 months	WCC (Policy team)
Establish a working group of stakeholders to develop scope and deliver a plan that will: <ul style="list-style-type: none"> • Engage with the accessibility community to determine what information would be useful • Preferred ways to access this information • Determine if the current Accessible Wellington Map meets the needs of the community • Develop a communications and marketing plan 	12 months	WCC (Policy team)
Work with partners and accessibility consumers to develop a platform that integrates and displays accessible information in appropriate formats	As above	WCC (Policy team)

Action 3: Accessible Spaces

The accessible space will act as a starting point within the city for full accessibility.

This project seeks to create accessibility spaces across the city that champion and model good accessible design and practice. The spaces will address the physical accessibility of the environment as well as also promoting an accessible culture within the businesses that operate in the location.

This will require considering accessibility and how it can be carried out at a much higher standard to which it currently is and raising the bar. Universal Design principles will be applied to the space, street and buildings. The space will be designed with the accessibility community who will input on what the new higher standard should look and feel like.

We will work with businesses to assist them to operate in an accessible way ensuring that customers and potential staff with accessibility requirements will be able to fully participate within the space.

The aim is to create spaces that people can feel confident visiting knowing that no pre-planning is required about the accessibility of the space and its venues before visiting. People will be confident

about the space and participating in events and activities. The space will educate Wellingtonians on what full accessibility looks like and how good accessibility benefits everyone.

Action	Timeframe	Owner
Work with the Urban Design team to identify an upcoming project that would fit with the Accessibility Space concept.	2019/20	Cross Council Initiative
Work with the community in a co-design process to identify what a high standard of accessibility and Universal Design would look like for the space.	2020	Cross Council Initiative
Work with businesses in the space to improve and become fully accessible.	2020	Cross Council Initiative
Hold events that are accessible and raise awareness of accessibility.	2020/21	Cross Council Initiative

Action 4: Accessibility Reviews

Sharing best practice to inform, educate and lift standards

There is an opportunity for people who experience a disability to write their own reviews about places visited in the city so that the whole community can learn from the experience of others and venues get feedback on their accessibility from personal experience. The Council would explore partnership opportunities to establish this. The review information would be publicly available and can be used by all people when planning a trip.

The reviews will work in conjunction with the existing strategy of encouraging venues to meet accessibility guidelines. This could include a rating system to encourage businesses and venues to improve accessibility.

There are existing international examples and these sites encourage businesses to address reviewer comments by improving accessibility. Over time we would work towards all tourist attractions, hospitality venues, hotels, restaurants and cafés in Wellington publishing a statement on their venue's accessibility (per NZS4121:2001 and subsequent amendments).

Our role will be around advocacy and facilitation and therefore the costs to the Council are expected to be low and be delivered from within existing resources.

Action	Timeframe	Owner
To investigate partnership opportunities with stakeholders and companies already working on accessibility assessments to create publicly available reviews of Wellington's places, spaces and venues.	2019/20	WCC (Policy team)
Establish a working group of stakeholders and people of interest to test functionality and to gauge potential uptake and interest in the Review tools.	2020	WCC (Policy team)
Create the Wellington based content with partners.	2020/21	WCC (Policy team) and Partner
Work with the communications team to promote the Review tools and raise awareness of it to the public. Develop a communications plan to promote venue accessibility across the city.	2020/21	WCC (Policy team and Communications and Engagement team). Potential for partner also
Maintain the Review tools to ensure the content is relevant and up to date.	Ongoing	WCC (Policy team)

Action 5: Gathering feedback on accessibility

Allowing public to feedback on 'accessible journeys' through Wellington

We need to give the accessible community the opportunity to easily and quickly provide feedback on accessibility issues they face that can then be addressed by the Council.

It is proposed to build a tool that would build on the accessible journey exercise that was carried out with the Council's Accessibility Advisory Group, to engage and allow the wider public to report on positive and negative parts of any journey they undertake.

This feedback tool could be live or run for set periods of time, for example, over the summer for three months. It would gather accessible *issues* and *ideas* for improvements that people experience so that these can then be actioned. The information that is gathered could then be considered by the Council and inform future investment plans. A communications plan would be built around this initiative which would raise awareness and be a channel for broader accessibility messages.

The first stage of this action is to work with stakeholders to refine scope, functionality and likely uptake of any tool. Potential costs will also be determined through this initial scoping phase.

Action	Timeframe	Owner
Establish a working group of stakeholders and people of interest to test functionality and potential uptake of an app or a survey.	2020	WCC (Policy team)
Work to refine app or survey and questions to record an accessible journey along with accessible usability of the tool.	2020	WCC (Policy team)
Work with Wellington City Council communications team to promote the tool and raise awareness of it to the public.	2020	WCC (Policy with Communications and Engagement Team).
Run app or survey for a three month period allowing feedback to be received on journeys.	2020	WCC (Research and Policy teams)
Once the tool run period has concluded, analyse and then present results to Wellington City Council business units for action/investment	Ongoing	WCC (Policy with relevant teams that feedback relates to).
Repeat the above four actions each year. Tailor the tool and questions as needed.	Ongoing	WCC (Policy team)

Action 6: Urban Design

Ensure that the design of public spaces incorporates universal design principles.

Results from the *Getting Around Wellington* survey showed that city design, particularly the pavements and the quality of Wellington’s streets, make a big difference to the ease of people’s journeys. Comments in the survey included street clutter and other barriers that people experience already. Better designed streets, managing footpaths and public spaces, and removing potential barriers that block these spaces, will create more accessible journeys around the city.

This will be considered through a reviewed Footpath Management Policy or any new City Design guidelines.

Feedback was also received through the survey on the accessibility of some of Wellington’s parks.

Action	Timeframe	Owner
Develop an infrastructure investment/upgrade plan to increase the curb cuttings that comply with NZS4121:2001 specifications.	2020/21	WCC (Policy team) WCC (Transport and Infrastructure)
Review of the Footpath Management Policy and development of guidelines for the design of public spaces including: <ul style="list-style-type: none"> • Street furniture • Accessible Signage – Use of braille, large font, high contrast, easily readable signs and other tools that can link to additional information. • Non-obstruction - review of standards for the location of street furniture and sandwich board retail signs • Seating – ensure that public space seating is included at regular intervals throughout the city (for those with limited walking/standing capacity) and that seating has arms to permit easy transfers. 	2020	WCC (Policy team) WCC (City Design)

Action 7: Mobility parking

Mobility parks are fit-for-purpose

The Council adopted a Mobility Parking Policy in 2005, which aims to ensure Wellington is a liveable place for people with limited mobility by enhancing their ability to participate in employment, social, cultural and political life and their access to services and resources. The policy only covers Council-provided mobility parking spaces and does not cover mobility parking spaces on private land, such as at supermarkets and retail outlets.

In 2005, there were 23 Council-provided on-street mobility spaces. This increased to 55 spaces in the central area or 1.7 percent of all metered spaces. This was planned to be close to 2 percent of parking in line with Australian and Canadian cities.

CCS Disability Action (CCS) provides mobility parking permits, advocacy and information sharing in the disability sector New Zealand-wide. They have developed an app, Access Aware, that allows people to report information on Mobility Parks. The Council has been trialling the alert function of the app. Reporting of potential mobility parking misuse of a Council-controlled parking space is sent in real time to the Council's parking enforcement team so they can monitor the use and respond to potential misuse of the mobility parking spaces.

Action	Timeframe	Owner
Work with CCS to share information on Mobility Parking in Wellington. Information includes creating a data base that is crowdsourced about the amount, location and type of mobility parking space in Wellington. The database will cover both Council-provided and other mobility parking spaces.	2019	WCC (Policy team)
Review the Mobility Parking Policy (2005) as part of the Parking Policy Review.	2019/2020	WCC (Policy team)
Following review of the CBD mobility parks develop an improvements plan.a) Hold a workshop to review the current Council on-street mobility parking spaces b) use the information from the workshop, plus survey results, to develop an action plan for improving the provision of Council on-street mobility parking spaces in Wellington.	2019/20	WCC (Transport and Infrastructure)WCC (Research and Policy teams)

Action 8: Accessible Navigation

Investigating options for assisting with navigation of the city with ease

We have piloted BlindSquare for people who are blind or have low vision or a print disability. With the BlindSquare iPhone navigation app and Kontakt.io beacons, people with sight loss can explore their city with independence. As app-users pass shops and businesses that are 'BlindSquare Enabled', the app provides a spoken description of the business, including its name, what goods or services it provides and the shop layout. The app also provides other information such as the names of the roads they are walking along, or where the bus stops are.

This area is rapidly moving with new technology development.

Action	Timeframe	Owner
Continue to explore ways to assist people navigate their way around the city.	Ongoing	Community Networks

Action 9: Accessible Democracy

Participate in democracy and have a say in how the city is run

The Council has a duty to enable all people to have a voice in the topics and issues shaping the city. Everyone who lives in Wellington should have access to voting in elections and be able to have a say in the topics that affect them.

Action	Timeframe	Owner
Audit the accessibility of council buildings, and council-related public buildings against NZS4121:2001.	TBC	Investigating
Accessibility of Committee rooms at 113 The Terrace.	Ongoing	Democratic Services
Options for closed loop audio for all WCC public meetings will be investigated.	2019/20	Democratic Services
The availability of NZSL Interpreters for WCC public meetings on request will be advertised more prominently.	2019/20	Democratic Services
Accessibility awareness raising and training of staff.	2019 and then ongoing.	Policy and Communications Team
Accessible consultation and engagement. <ul style="list-style-type: none"> • Produce Council Consultation and Engagement Guidelines • Promote use and implementation of the Guidelines 	6 months and then ongoing.	Engagement

Ongoing Actions

The Council will continue to deliver the following as part of its business as usual activities which address accessibility issues and access to information.

<i>Access to Venues</i>	We will continue to improve the levels of accessibility compliance at Council venues. We will do this through continuing accessibility audits, and staff training to improve building accessibility and customer service.
	We will look at options of inclusive play where practical and possible when we undertake upgrades to play spaces and the development of new play spaces.
	Building consents will continue to be assessed on any required accessibility standards. Compliance with those standards will be enforced on the building code accessibility standards.
<i>Access to Wellington</i>	We will ensure that Mobility Parking installations are in the right places and that they meet as practical as possible the accessibility standards in the road.
	Our street upgrade programmes will include accessibility pavement upgrades to ensure that our streets are increasingly accessible for all.
	Within our Open Space Access Plan 2016 we will identify the paths and walkways that have sealed surfaces and flat pathways for mobility users.
	We will review whether more accessible tracks need to be constructed.
<i>Access to Information</i>	We will continue to support the annual Accessibility Awards, recognising businesses, initiatives and people who help make Wellington more accessible.
	We will ensure that Council information – including emergency and emergency preparedness messaging is accessible.
<i>Accessibility Leadership</i>	We will ensure that the Council and affiliated websites are compliant with the NZ Standards: Web Accessibility Standard 1.0 and Web Usability Standard 1.2, and subsequent amendments.
	We will work with other stakeholders to improve accessibility as an integrated approach is often needed.
	We will involve the Accessibility Advisory Group, technical accessibility advisors, and the wider disability community, in service development initiatives.
	We will work with GWRC and other transport stakeholders to ensure accessibility-specific information is made publicly available (online, in app format, and in other digital/non-digital media) for all transport and public transport routes.
	The Council will support/advocate for national standards for mobility parking, integrated ticketing and shared fare structures on public transport in Wellington, accessible options for public transport without requirements for prior bookings or reservations, including accessible bus stop design, methods of signalling the need for assistance on bus stops, and accessibility training of staff to assist passengers safely embark/disembark public transport.

Action Plan 2023 onwards

Once the action plan has run its duration a review of the 2019-2022 Action Plan will be carried out and a refreshed plan produced.

Action Plan on a Page

Accessible Wellington

An inclusive and socially responsible city that is accessible, safe and easy to get around.

Areas of Focus

Leadership and Advocacy

- Strategic plan and forecasting capability for future accessibility requirements.
 - Monitor inequities outcomes for citizens within Wellington.
- Working with other stakeholders to ensure an integrated approach to accessibility.
 - Public Transport Infrastructure and Use

Access to Information

Good information is available about the built environment of Wellington.

Access in the Built Environment

The city is planned to enable all people to access it.

Access to Venues

Buildings and movement through them are accessible, facilities are also available.

Scope

Direct

- Public Streets, roads pavements
- Council owned buildings and facilities
- Public Parking – Mobility Parking and Enforcement
- Council Owned Housing
- Consents and Compliance
- Council Events
- Governance

Indirect

- Public Transport
- Private businesses and property

Actions

Access to Information

Access to information
Accessibility Map upgrades on WCC website

Improved Wayfinding
Accessible information provided to blind and visually impaired about businesses and the built environment

Accessibility information of destinations
The reviews are a source of information about accessibility of places that people can find on the website

Accessible democracy
All people have a voice and are able to engage in the topics that affect them.

Access to the City

Improving Mobility Parking provision.
Work with CCS and the Access Aware App.
Review Mobility Parking Policy.
Pilot of parking sensors recognising chips in mobility parking passes

Annual Accessibility Feedback Tool
Feedback provided on accessibility of the city. Information feeds into Annual Plan process. Implementation Plan can be formed based on feedback.

City Design
Improved public space and street design to increase accessibility and remove barriers.

Accessibility Spaces
Development of spaces that champion accessibility within the city.

Access to Venues

Venue accessibility insight
Feedback provided on accessibility. Insight is provided to owners of venues and facilities.

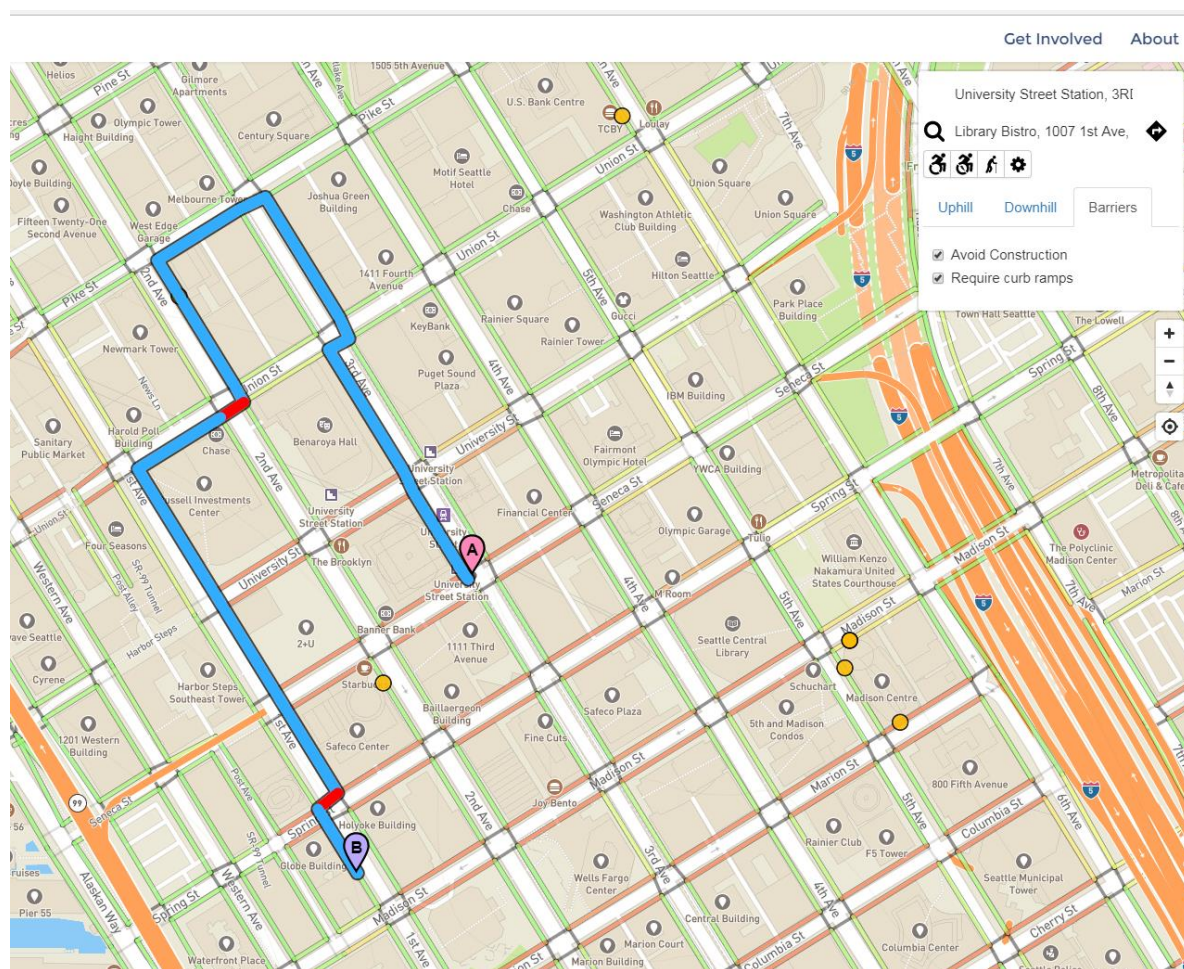
Accessibility Information Resource
A place for information about how to improve accessibility and shared knowledge and experiences.

Ongoing – Business as Usual Actions

International Case Studies and further reading

Seattle: AccessMap the sidewalk mapping app.

AccessMap is a map-based app used in Seattle that plans accessible routes through the city. Pedestrians with limited mobility can be provided with a route to a destination that is accessible and will avoid features such as inclines that would be problematic or even an accessibility barrier. Google maps does not currently provide such an accessibility feature. The University of Washington's Taskar Center for Accessible Technology, which created the map currently gathers information on elevation, crossings, sidewalks and curb ramps from existing databases. The project is now entering the next step and is crowdsourcing extra information such as pavement widths and handrails.



EU Access City Awards

The Access City Award is for cities in Europe that are making it easy for everyone to live there. The Awards are for cities that work to make buildings, parks, transport and many other public areas more accessible for people with disabilities and the elderly.

In 2018, the city of Breda in the Netherlands won the award.

“In Breda, public places such as parks and stores are accessible to everyone. Digital technologies ensure that all citizens can get around using public transport. And Breda's investments pay off.”

Tourism is thriving thanks to the city's commitment to inclusion. In the near future, the European Accessibility Act will complement Breda's efforts by setting European accessibility standards for key products and services. Our combined efforts at local and European level are a game changer for the more than 80 million Europeans with disabilities."



In 2017 the city of Chester was the winner of the award. The city has gone beyond legal minimum requirements for accessibility to ensure the city is used by all.

Chester is an historic city famous for its 3.2 km City Walls which form the most complete circuit of Roman, Saxon and Medieval walls in the UK. It is also well known for the Rows, unique elevated walkways above the four main streets. As an Ancient Monument, access to the City Walls has had to be tackled with great care and sensitivity. Ramps and level access have been introduced over many years and are now at 11 locations. All sections of the elevated Rows have been made accessible with a combination of ramps, level access routes, a lift and escalator. Access points are widely advertised on panels around the city and in the city centre access leaflet.

To enable disabled people needing specialist facilities to enjoy the city for longer, four Changing Places units have been provided. These are larger than standard accessible toilets and include equipment such as hoists, an adjustable height changing bed, washbasin and shower.

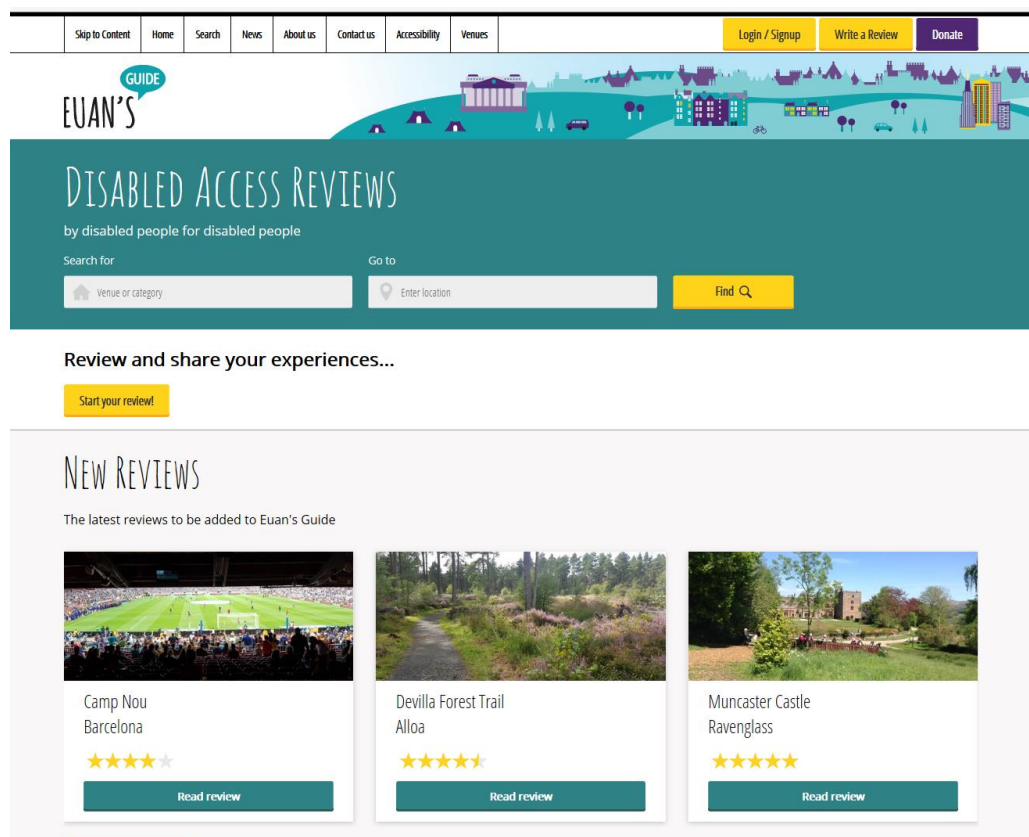
The city also improved how people get around with 129 accessible buses. Improved access to municipal buildings allows greater access to participating in city life and the city's website aims to comply with international standards providing accessible information for people.

Euan's Guide - euansguide.com

Euan's Guide is the accessibility review website that aims to 'remove the fear of the unknown' and inspire people to try new places. The website was founded in 2013 by brother and sister, Euan and Kiki MacDonald, after Euan became a powerchair user. After spending hours of their time making enquiries about access at places they wanted to go, the duo realised that they could not be alone in their search for access information. This idea became Euan's Guide, a digital charity that is helping to open up towns and cities to people struggling with accessibility everywhere.

Individuals, their friends and families can use the website to search for listings and reviews of venues across the UK and beyond. Listings include information about accessible toilets, wheelchair access, hearing loops and multiple other access features that exist at any one particular venue. The cornerstone of Euan's Guide however is its community of independent reviewers, who share their photos and experiences of restaurants, hotels, train stations, attractions and anywhere else they may have visited. By sharing their experiences people can give others an idea of what to expect when they visit somewhere new for the first time.

It now provides accessibility information on about 6,000 venues across the UK.



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Definitions

Accessibility – We access all places, services and information with ease and dignity. (*New Zealand Disability Strategy, 2016-2026*).

Co-design – People with accessibility needs are consulted on and actively involved in the development and implementation of legislation and policies concerning housing (home ownership, social housing and private rentals), transport (public and private), public buildings and spaces and information, communication and technology.

Public building – is a building that is open and can be used by the public.

Facilities - applies to building facilities, lifts and toilets but also public external facilities such as tracks, toilets, shelters, seating etc. Facilities can be within buildings and venues.

Venues – the place where something happens, especially an organized event such as a concert, conference, or sports competition.

Universal design - is good design that works for everyone:

- It is about making sure everything is accessible to, understood by and used to the greatest extent possible by everyone, without adaptation or requiring little adaptation. Incorporating universal design early on is cost-effective.
- Universal design is often referred to in relation to the built environment, but it applies to services, supports, the curriculum and technologies as well.
- Universal design is distinct from accessible design. Accessible design represents the minimum accessibility requirements in built design, whereas universal design seeks accessible design outcomes that work for everyone.

(*New Zealand Disability Strategy 2016*)

Accessible Format – That a document or piece of information has been made with consideration of accessibility. Some formats suit one type of impairment more than another and a combination may be required depending on the audience:

- visual impairments – audio, audio description, Braille, Moon, telephone
- learning disabilities and literacy difficulties – audio, audio description, easy read, easy access, Makaton, subtitles
- hearing – Sign Language, Makaton, subtitling, textphone, SMS
- co-ordination difficulties – large print, audio, audio description, telephone (gov.co.uk)

REVIEW OF THE ADMINISTRATIVE COMPONENTS OF THE WELLINGTON CITY CONSOLIDATED BYLAW 2008

Purpose

1. This report asks the City Strategy Committee to approve public consultation on proposed amendments to the *Wellington City Consolidated Bylaw 2008: Part 1 Introduction* (“the bylaw” or “Part 1”).

Summary

2. Part 1 presents provisions that may apply to all parts of the Wellington City Consolidated Bylaw 2008 (the Consolidated Bylaw) or are not already in a component part and need to be included in a bylaw to be given effect.
3. Officers have reviewed Part 1 in line with Local Government Act 2002 (LGA) requirements for the 10-yearly review of bylaws, and propose an amended bylaw. The proposed amendments are to remove redundant content and re-order and clarify the remaining content.
4. Officers seek the City Strategy Committee’s agreement to consult on a proposed amended bylaw.

Recommendation/s

That the City Strategy Committee:

1. Receive the document for consultation on proposed amendments to the *Wellington City Consolidated Bylaw 2008: Part 1 Introduction*.
2. Agree that it remains appropriate to have a *Wellington City Consolidated Bylaw 2008: Part 1 Introduction* that presents common provisions to all parts of the *Wellington City Consolidated Bylaw 2008*, and that need to be included in a bylaw to be given effect.
3. Approve the Statement of Proposal (Attachment 2) for public consultation.
4. Agree to delegate to the Chief Executive and the Chair of the City Strategy Committee the authority to amend the proposed consultation document to include any amendments agreed by the City Strategy Committee and any associated minor consequential edits.

Background

5. Under the LGA all bylaws must be reviewed every 10 years. Bylaws that are not reviewed within two years of a review becoming due are automatically revoked (LGA sections 158 – 160A). Part 1 became due for review on 1 July 2018 and the review must be completed by 1 July 2020.
6. Part 1 has clauses that are common to all aspects of the Consolidated Bylaw. Some of these clauses provide powers that must be included in a bylaw for the Council to be able to exercise them (e.g. to set fees). The Consolidated Bylaw has ten parts:
 - Part 1: Introduction (subject of this bylaw review)
 - Part 2: Animals
 - Part 3: Fire and Smoke Nuisance

- Part 4: Alcohol Control
 - Part 5: Public Places
 - Part 6: Speed Limits
 - Part 7: Traffic
 - Part 8: Water Services
 - Part 9: Waste Management
 - Part 10: Structures in Public Places – Verandahs
7. All component parts of the Consolidated Bylaw are treated as distinct bylaws for the purposes of the LGA reviews, and are on different review timeframes. The Council has three further bylaws that are stand-alone: Collection and Transportation of Waste 2014, Wellington Trade Waste Bylaw 2016, and Public Health Bylaw (Public Pools) 2019.
8. As part of the review the Council must determine whether a bylaw is the most appropriate way of addressing the perceived problem (LGA sections 155(1) and 160).

Discussion

9. Officers have reviewed Part 1 and propose retaining the bylaw, with amendments to make the bylaw clearer, simpler, and only to contain those provisions which are intended to have legal effect. The original bylaw and a detailed description of all proposed amendments is attached (Attachment 1) and a proposed amended bylaw is in the summary of proposal (Attachment 2).
10. Several of the clauses in the current bylaw were found to be redundant because they are either covered by legislation or state the obvious. The following clauses are proposed to be deleted.
- Notices – This clause is about writing to people and issuing notices and does not need to be in a bylaw.
 - Service of notices – This clause is about how notices may be sent. This is covered in subject specific legislation, including the Companies Act 1993, Building Act 2004, and Dog Control Act 1996.
 - Discretionary powers – This is about the Council being able to exercise a power that it has delegated to another party. The clauses represent what is already a matter of law under the LGA.
 - General offences – Most of the offences are proposed to be deleted as they duplicate parts of the LGA sections 229 and 239. Another clause is deleted because it appears to set up a separate offence of not complying with a notice, which is not necessary to add to the original bylaw offence. The offence of damaging Council property is retained.
11. The remaining bylaw content has been moved and renumbered to improve clarity (Attachment 2). It is proposed to remove the date from the title “Wellington City Consolidated Bylaw 2008”. If the date were updated to 2019 (or left at 2008) it would imply that all the parts are from that date, when they are on different review timeframes. Review dates are rather provided in the text of each part. Other more minor amendments are described in the description of amendments (Attachment 1).
12. Some references will need to be updated in component parts of the Consolidated Bylaw, these are very minor; removing some date references in Parts 2 and 5, and updating clause reference numbers in Part 10. A note about how the definition of ‘public places’ applies to Part 5 needs to be moved to Part 5.

Options

13. The Council could choose not to review the bylaw, in which case it would lapse on 1 July 2020. Officers do not recommend allowing the bylaw to lapse, and consider it is appropriate to continue to have a bylaw that provides for common administration aspects of the Consolidated Bylaw. Several matters in amended clauses three to six of the proposed amendment bylaw (Attachment 2) must be in a bylaw to be given effect, but are not in all component parts of the bylaw. If the bylaw were allowed to lapse or be revoked, the Council may be unable to set fees or agree fee waivers for some activities under the component parts (e.g. Part 2 has no content on fees).
14. Officers have considered revoking the bylaw and incorporating the content into all the component parts of the Consolidated Bylaw. This approach could trigger reviews of the component bylaws, which is a costly process. As the component parts of the Consolidated Bylaw become due for review, officers will consider if they can be adapted to be stand-alone bylaws, with a view to separate stand-alone bylaws in future (with no need for Part 1).

Next Actions

15. It is recommended that the Committee agree to consult on the proposed amended bylaw using the attached consultation document (Attachment 2).
16. The proposed amendments are not considered to have substantial impact on the public, so a written consultation process with one month for written submissions is proposed.
17. Officers will report to the Committee on any feedback and seek approval for the Council to adopt the amended *Wellington City Consolidated Bylaw: Part 1 Introduction*.
18. When adopting the bylaw the Council will need to consider if the bylaw is in the most appropriate form, and whether it gives rise to any implications under the New Zealand Bill of Rights Act 1990.

Attachments

Attachment 1.	Description of proposed amendments	Page 81
Attachment 2.	Statement of proposal	Page 87

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SUPPORTING INFORMATION

Engagement and Consultation

Approval for public consultation is now sought. The amendments proposed do not add or take away any existing public rights, and the public interest is expected to be low. The consultation process proposed (for online consultation) is proportional.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations.

Financial implications

The proposed amendments will raise no additional costs.

Policy and legislative implications

The bylaw has been reviewed to meet Local Government Act 2002 requirements to review bylaws every ten years.

Risks / legal

The proposed amendment and consultation document have either been drafted or reviewed by the legal team, and has been subject to an external legal review.

Climate Change impact and considerations

There are no climate change considerations.

Communications Plan

A communications plan has been developed in accordance with the Council's Significance and Engagement Policy. The consultation document will be provided online, and is expected to be of low public interest.

Health and Safety Impact considered

There are no changes to the status quo that would have a health and safety impact.

Attachment 1: Description of proposed amendments

#	Title	Current Bylaw Content	Proposed amendments
	Title	Wellington City Consolidated Bylaw 2008	<p>Proposed amendment.</p> <p>Remove the date from the title. The title of a bylaw may or may not include the date as matter of preference. If we update to 2019 it could imply they have all been updated, if left at 2008 it makes all the bylaws look dated. The date of most recent amendment is instead provided in the introductory text (for this and other parts of the bylaw), and is also a matter of Council record.</p> <p>Proposed alignment with component parts (Part 2 and Part 9)</p> <p>The date 2008 appears twice in the component parts for deletion:</p> <ul style="list-style-type: none"> • Part 2: Animals (in the introductory text) and purpose. • Part 9: Waste Management, clause 1.1.
	Purpose	<p>The purpose of this part of the Consolidated Bylaw is to make provision for good governance in the administration of the Wellington City Council affairs and to present provisions that are common to all parts of the Consolidated Bylaw.</p> <p>This part of the Consolidated Bylaw is made pursuant to Part 8 of the Local Government Act 2002.</p>	<p>Purpose moved. New number 1.1 and introductory text.</p> <p>Part of the text is in the untitled introductory text. Part of the text remains in the Purpose with minor additions for clarity.</p>
1.	Introduction		
1.1	Title	1.1.1 The title of this Bylaw is 'Wellington City Consolidated Bylaw 2008'.	1.1 Moved. New number 2.1. Date deleted (refer Title).
1.2	Commence-ment	<p>1.2.1 The Bylaw shall come into force throughout the district on 1 July 2008.</p> <p>1.2.2 Any resolution made under the Wellington Consolidated Bylaw 1991, before this Bylaw comes into force, continues in force under this Bylaw until altered or revoked by further resolution.</p>	<p>1.2.2 and 1.2.2 Moved. New introductory text and new number 7.1.</p> <p>Clause 1.2.1, the date of adoption and coming into force is noted in the new introductory text.</p> <p>Clause 1.2.2 is moved to 7.1.</p>
1.3	Bylaws Revoked	<p>1.3.1 The Wellington Consolidated Bylaw 1991 is revoked at the time of the Wellington Consolidated Bylaw 2008 coming into force.</p> <p>1.3.2 The revocation of existing Bylaws does not extinguish any existing cause of</p>	<p>1.3 Moved. New number 7.2 to 7.7.</p> <p>This clause provided for the transition from the Consolidated Bylaw 1991 to the Consolidated Bylaw 2008, and is retained to keep</p>

#	Title	Current Bylaw Content	Proposed amendments
		<p>action.</p> <p>1.3.3 All Bylaws revoked shall remain in force and effect so far as they relate to anything done or any offence committed, penalty incurred, prosecution or proceeding commenced, right or liability accrued, licence issued, notice given, or order made, under or against any of the provisions of that Bylaw before the coming into force of this Bylaw.</p> <p>1.3.4 All licences issued under any revoked Bylaw shall, after the coming into force of this Bylaw, be deemed to have been issued under this Bylaw and be subject to the provisions of this Bylaw.</p> <p>1.3.5 All Inspectors and other officers appointed by the Council under or for the purpose of any revoked Bylaw, and holding office at the time of the coming into operation of this Bylaw, shall be deemed to have been appointed under this Bylaw.</p> <p>1.3.6 All fees and charges fixed by resolution of the Council in regard to any goods, services, inspections or licences provided for in any revoked Bylaw shall apply under the corresponding provisions of this Bylaw until altered by further resolution of Council.</p>	<p>the historical continuity.</p> <p>Proposed amendments</p> <p>Minor text changes to “Council officers” in new number 7.6 and to in alignment with newer parts of the bylaw. Grammatical tense changes in new numbers 7.1 and 7.2.</p>
1.4	Documents	<p>1.4.1 The Council may prescribe the form of any application, certificate, licence, permit or other document, which is required under this Bylaw. These forms may be altered or amended at any time.</p> <p>1.4.2 Variation from the exact form prescribed under clause 1.4.1 shall not render any application, certificate, licence, permit, or other document void. However, the Council may reject any document where it considers the non-compliance is of a major character and substantially detracts from the required spirit and effect of the document.</p>	<p>1.4.1 Moved. New number 3.3.</p> <p>The statement confirms the role of forms and the Council’s powers to manage them.</p> <p>1.4.2 Proposed deletion.</p> <p>Clause 1.4.2 is proposed to be deleted as it states the obvious and is not needed.</p>
1.5	Licences, authority and permission	<p>1.5.1 Where a licence, authority or written permission is required from the Council by this Bylaw, it shall be obtained from the Council before doing or omitting to do that act.</p> <p>1.5.2 The Council may specify how an application is to be made and any applicable criteria or policy.</p> <p>1.5.3 No application for a licence, authority or permission from the Council shall confer any right, authority or immunity to the person making the application until the</p>	<p>1.5.1, 1.5.3 and 1.5.2 Proposed deletions.</p> <p>Clauses 1.5.1 and 1.5.3 state the obvious and repeat component parts of the bylaw which generally state that ‘written permission’ is needed, or ‘prior written permission’.</p> <p>Clause 1.5.4 is may be deleted as redundant. If a Council officer is authorised to issue permissions, then there does not need to be a provision deeming such a permission to be</p>

#	Title	Current Bylaw Content	Proposed amendments
		<p>licence, authority or permission is granted by the Council.</p> <p>1.5.4 In all cases where this Bylaw provides that the Council may issue any licence, authority or written permission, it shall be deemed to be issued in compliance with this Bylaw if it is issued by any officer of the Council authorised by the Council for that purpose.</p>	<p>valid.</p> <p>1.5.2 Moved. New 3.3. Proposed amendment.</p> <p>Clause 1.5.2 is about process, and is proposed to be incorporated into new number 3.3, to clarify that the Council may set forms “and processes”.</p>
1.6	Fees	<p>1.6.1 The Council may by resolution prescribe or vary, any fee in respect of any matter provided for in this Bylaw.</p>	<p>1.6 Moved. New numbering 3.1.</p> <p>The Local Government Act 2002 section 150(2) permits the Council to prescribe fees or charges either in a Bylaw or following consultation (under section 82 of the LGA2002). The provision is retained because the Council’s stand-alone bylaws have a similar provision, and most, but not all (e.g. Part 2: Animals), of the component parts of the Consolidated Bylaw have a similar provision. The clause also clarifies that a resolution process applies to the setting of fees.</p>
1.7	Refunds and Waivers	<p>1.7.1 The Council may, for any reasons as it thinks fit, refund, remit or waive any fee or charge prescribed by this Bylaw.</p>	<p>1.7 Moved. New numbering 3.2. Proposed amendment</p> <p>Section 150(2) of the LGA2002 permits the Council to provide in a bylaw that it may refund, remit, or waive fees. Clause 1.7 provides this statement, amended for clarity.</p>
1.8	Notices	<p>1.8.1 The Council may issue a notice in writing to any person who owns, occupies or controls any land, building, work or material of any description, requiring:</p> <ul style="list-style-type: none"> a. compliance with this Bylaw b. anything to be done or refrained from being done that is in contravention of this Bylaw. <p>1.8.2 Every such notice shall state the date by when the action is to be performed.</p> <p>1.8.3 Clause 1.8 shall apply to any notice issued under any revoked Bylaw.</p> <p>1.8.4 Clause 1.8 shall not relieve any person from any offence committed before receiving the notice.</p>	<p>1.8 Proposed deletion.</p> <p>The Council does not need a bylaw to empower it to write letters, issue notices or such other engagement with people to seek compliance.</p>
1.9	Service of Notices	<p>1.9.1 A notice that is required by this Bylaw to be served on any person may be sent by post, addressed to the person at the last known place of residence or business of that person. Where a notice is sent by post, it is deemed to have been received at the</p>	<p>1.9 Proposed deletion.</p> <p>Service of notices is governed by diverse legislation already e.g. Health Act 1956, section 131, Dog Control Act section 76, Companies Act 1993 section 207ZA, Incorporated</p>

#	Title	Current Bylaw Content	Proposed amendments
		<p>time at which the letter would have been delivered in the ordinary course of the post.</p> <p>1.9.2 If any person on whom a notice is required by this Bylaw to be served is absent from New Zealand or if his or her address is unknown, the notice may be sent to his or her agent. If he or she has no known agent:</p> <p>a. the notice shall be published in a newspaper circulating in the district; or</p> <p>b. where the notice relates to any land or building, the notice may be left on some conspicuous part of the land or building.</p>	<p>Societies Act 1908, section 16, Building Act 2004, section 133AL, etc.</p>
1.10	Removal of works in breach of bylaws and recovery of costs	<p>1.10.1 Any person authorised by the Council may remove or alter any work or thing constructed in contravention of any provision of this Bylaw.</p> <p>1.10.2 The Council may recover from any person responsible for the construction, or permitting the continued existence of any such work or thing, all costs incurred in connection with any removal or alteration.</p> <p>1.10.3 The exercise of clause 1.10.1 shall not relieve any person from liability for constructing or permitting the continued existence of any such work or thing.</p>	<p>1.10 Moved. New number 4.</p> <p>This provision gives effect to LGA2002 section 163 – Removal of works in breach of bylaws.</p> <p>1.10.1 Proposed Amendment.</p> <p>Minor rewording. Delete ‘any person authorised’ which is redundant, delegations are actively managed by the Council and would be covered.</p> <p>Alignment with component parts (Part 10).</p> <p>These clauses are cited in Part 10: Verandahs in Public Places, clause 2.2.5. The reference will need to be updated for the new numbering.</p>
1.11	Compliance Waiver	<p>1.11.1 An application to the Council can be made to waive full compliance with any provision of this Bylaw on the basis that it would needlessly injure or effect any person, the operation of any business or cause loss or inconvenience to any person, without any corresponding benefit to the community.</p> <p>1.11.2 On receipt of an application under clause 1.11.1, the Council may:</p> <p>a. waive the strict observance or performance of any provision of this Bylaw</p> <p>b. impose such other terms or conditions consistent with the intention and purpose of the Bylaw as the Council may think fit.</p>	<p>1.11 Moved. New number 3.4. and 3.5</p> <p>Deletion of this clause was considered as the Council may waive compliance as it considers appropriate. However, the clause is proposed to be retained for clarity.</p> <p>1.11.1 Proposed amendment.</p> <p>The text does not need to state ‘the operation of any business’, because a business is included in the definition of ‘person’. This text is deleted.</p>
1.12	Discretionary Powers	<p>1.12.1 Where, under this Bylaw, the Council confers on any person a discretionary power, the Council may exercise that power itself.</p> <p>1.12.2 Where, under this Bylaw, the Council reserves to itself a discretionary power, it may delegate the exercise of that power to</p>	<p>1.12.1 and 1.12.2 Proposed deletion.</p> <p>The delegation clauses represent the case as a matter of law under the LGA2002 so a bylaw provision is not considered necessary.</p> <p>1.12.3 Proposed deletion.</p>

#	Title	Current Bylaw Content	Proposed amendments
		<p>any person.</p> <p>1.12.3 Where any person exercises a discretionary power under this Bylaw, any person directly affected by the exercise of that power may apply to the Council for a review of the decision and the Council may review it accordingly.</p>	<p>A bylaw provision is not necessary for someone to liaise with the Council about the circumstances applying to them.</p>
2	Interpretation		
	Interpretation	<p>2.1 In this Bylaw, any reference to a specified Act or Regulation shall be deemed to incorporate any amendments to that Act or Regulation. If the Act or Regulation is repealed, any reference to it includes the Act or Regulation that replaces, or corresponds to the Act or Regulation repealed.</p> <p>2.2 The headings in this Bylaw shall not affect the construction of the Bylaw.</p> <p>2.3 In this Bylaw, unless the context otherwise requires:</p> <p>Council means the Wellington City Council.</p> <p>District means the City of Wellington as defined from time to time under the procedures set out in the Local Government Act 2002.</p> <p>Owner of any real property includes a registered proprietor, a trustee, and any person for the time being entitled to receive the rent of the property, land, building, or premises or who would be entitled to the rent if the property were let to a tenant. Where any such person is absent from New Zealand, 'owner' includes his or her attorney or agent.</p> <p>Owner of any personal property includes the person having charge or the management of the property.</p> <p>Person or any other words applying to any person or individual, shall include a firm and also a corporation.</p> <p>Public Place means any place that, at any material time, is open to or is being used by the public, whether free or on payment of a charge; and whether an owner or occupier of the place is lawfully entitled to exclude or eject any person from that place, and includes any aircraft, hovercraft, ship or ferry or other vessel, train, or vehicle carrying or available to carry passengers for reward. (Note: for the purposes of Part 5 of this bylaw, 'public place' does not include the interior of any premises).</p>	<p>Section 2 Moved. New number 2 (now the first clause after the purpose)</p> <p>In line with current drafting practice the interpretation section is moved to the front.</p> <p>Proposed addition. New 2.2</p> <p>At new 2.2 add, "The Interpretation Act 1999 applies to this Bylaw". The Interpretation Act only applies to legislation if expressly stated, adding reference to the Interpretation Act means that terms that are defined in the Interpretation Act (e.g. person) may be deleted, and the matter of headings is covered.</p> <p>Proposed deletions</p> <p>Clause 2.1 reflects an established principle of statutory interpretation and need not be stated expressly.</p> <p>Clause 2.2 no longer reflects principles of interpretation of legislative instruments and should be deleted, the Interpretation Act 1999 sections 5(2) and 5(3) may apply (refer proposed addition).</p> <p>Proposed amendments</p> <p>Definitions of owner and road are referenced to legislation as a more appropriate drafting method –both to have the meaning given in the Local Government Act 1974.</p> <p>The definition of public place is repeated in Part 2: Animals and Part 5: Public Places, but not in Part 9: Waste Management, and Part 10: Verandahs in Public Places – where it is a key term. Despite repetition, it is best to retain the text in Part 1 to ensure it applies to Parts 9 and 10.</p> <p>The definition of person is deleted as it is defined in the Interpretation Act</p>

#	Title	Current Bylaw Content	Proposed amendments
		<p>Rates Records means the rates records of the Council kept pursuant to the Local Government (Rating) Act 2002.</p> <p>Road shall have the same meaning as in section 315 of the Local Government Act 1974 and shall where the context requires include a street (excluding State Highways) and any place the public has access to, whether as of right or not.</p>	<p>(refer proposed addition).</p> <p>Alignment with component parts of the bylaw</p> <p>The “note” in the definition of public place should best be placed in Part 5, that it references, and should be moved there (<i>Note: for the purposes of Part 5 of this bylaw, ‘public place’ does not include the interior of any premises</i>).</p> <p>In Part 2: Animals, the definition of ‘public place’ need not include “has the meaning defined in Part 1 of the bylaw” because it goes on to repeat the whole definition. This text should be removed.</p>
3	Offences		
3.1	General offences	<p>Every person commits an offence against this bylaw who:</p> <p>a. does or permits anything contrary to this Bylaw</p> <p>b. omits or neglects to do anything which ought to be done at the time and in the manner provided in this Bylaw</p> <p>c. does not refrain from doing anything which under this Bylaw he or she is required to refrain from doing</p> <p>d. refuses or neglects to comply with any notice given under this Bylaw</p> <p>e. obstructs or hinders any authorised officer in the performance of any duty or power conferred by this Bylaw</p> <p>f. damages, destroys or defaces (or has in his or her possession without authority from the Council) any property, article or thing belonging to the Council or under its control.</p>	<p>3.1 (a) to (d) Proposed deletions</p> <p>Clause 3.1(a), (b), (c) and (e) duplicate the LGA2002 sections 229 and 239. Clause 3.1(d) is not good practice as it sets up a separate offence with regard to ‘notices’ over and above a bylaw offence and is not necessary.</p> <p>Other offences are also covered in component parts of the bylaw, or in legislation (e.g. Health Act, Dog Control Act.)</p> <p>3.1 (e) Moved. New number 5.1.</p> <p>Clause 3.1(f) needs to be expressly stated as it is not otherwise stated in a component part.</p>
3.2	Continuing offences	<p>3.2.1 The continued existence of any work, building, land, premises or thing in such a state or form as to be in contravention of any provision of this Bylaw shall be deemed to be a continuing offence under this Bylaw.</p> <p>3.2.2 Where any person is required by a notice under clause 1.8 to do anything, or refrain from doing anything, then they shall commit a separate or continuing offence on each day that person fails to comply with the notice.</p>	<p>3.2.1 Moved. New number 6.1.</p> <p>Clause 3.2.1 has been moved unchanged to new number 6.1 to retain this existing Council power.</p> <p>3.2.3 Proposed deletion</p> <p>Clause 3.2.2 is proposed to be deleted with reference to the deletion of 1.8. The creation of an offence with relation to notices is not necessary.</p>

Attachment 2: Statement of Proposal

Proposed amendments to the *Wellington City Consolidated Bylaw 2008: Part 1 Introduction*

Summary of information in statement of proposal

Wellington City Council is reviewing the *Wellington City Consolidated Bylaw 2008: Part 1 Introduction*, which presents provisions that are common to all parts of the Consolidated Bylaw or are not already in a component part and need to be included in a bylaw to be given effect.

As part of that review we propose to keep the bylaw with proposed amendments to remove content that is no longer required or no longer needs to be presented in a bylaw.

The review of the bylaw is a requirement under the Local Government Act 2002, and the amendments proposed do not change or alter any existing public rights and obligations.

The proposed amended bylaw is attached.

Have your say

The Council is undertaking consultation by this statement of proposal provided online, and will receive submissions by mail or by email.

To have your say on the proposed amendments you can:

- email any comment to policy.submission@wellington.govt.nz
- write a submission and send it to: Freepost 2199, Wellington City Consolidated Bylaw Review 2019, PO Box 2199, Wellington 6140.

Feedback is welcome on any aspect of the proposed amended bylaw. The Council does not have specific questions for the public to consider.

Written submissions open on Friday 6 September 2019 and close at 5pm on Friday 4 October 2019.

Next steps

Please submit your feedback by 5pm on Friday 4 October 2019.

A report on any feedback received will be considered by the Council's City Strategy Committee in November, and the Council will make a final decision by December 2019.

Statement of Proposal

Proposed amendments to the Wellington City Consolidated Bylaw 2008: Part 1 Introduction

Wellington City Council is reviewing the *Wellington City Consolidated Bylaw 2008: Part 1 Introduction* (the bylaw), which presents provisions that are common to all part of the Consolidated Bylaw or are not already in a component part and need to be included in a bylaw to be given effect.

The Local Government Act 2002 requires bylaws to be reviewed at least every 10 years. Council officers consider the amendments proposed are of a technical nature and do not change or alter any existing public rights and obligations.

Current framework

The current bylaw has clauses on:

- Commencement
- Bylaws revoked
- Documents
- Licences, authority and permission
- Fees
- Refunds and Waivers
- Notices
- Service of notices
- Removal of works in breach of bylaws and recovery of costs
- Compliance waiver
- Discretionary Powers
- Interpretation
- General offences, and
- Continuing offences.

Description of proposed amendments

The Council review and proposed amendments have sought to make the bylaw clearer, simpler, and only to contain those provisions which are intended to have legal effect.

Several of the clauses in the current bylaw were found to be redundant because they are either covered by legislation or state the obvious. The following clauses are proposed to be deleted:

- Notices. This clause is about writing to people and issuing notices and does not need to be in a bylaw.

- Service of notices. This clause is about how notices may be sent. This is covered in subject specific legislation, including the Companies Act 1993, Building Act 2004, and Dog Control Act 1996.
- Discretionary powers. This is about the Council being able to exercise a power that it has delegated to another party. The clauses represent the case as a matter of law under the Local Government Act 2002.
- General offences: Most of the offences are proposed to be deleted as they duplicate parts of the Local Government Act 2002 sections 229 and 239. Another clause is deleted because it appears to set up a separate offence of not complying with a notice, which is not necessary to add to the original bylaw offence. The offence of damaging Council property is retained.

Drafting improvements

The remaining content has been moved and renumbered to improve clarity. Clauses in relation to; documents, fees, waivers, and licences, authority and permissions have been condensed. Some definitions from the 'Interpretation' clause have been removed, and instead a reference to the Interpretation Act 1999 (the Act) has been added. The Act defines terms like 'person'. The Act applies to all legislation, and may apply to a bylaw if it is cited in the bylaw.

It is proposed to remove the date from the title of the Consolidated Bylaw. The component parts of the bylaw are on different review timeframes, so changing the date to 2019 could be confusing as it would imply all the component parts date to 2019. The date of most recent review will be published in the introductory text. This is the approach used in the other component parts of the Consolidated Bylaw. In the Council's stand-alone bylaws, the date of most recent review is noted in the title (e.g. Public Health Bylaw 2019) and in the text.

A copy of the proposed amended bylaw is provided below. Re-numbering and deletions are not shown, but changes to the retained original text are shown in underlined text and strikethrough notation. Notes have been added for clarity, while these are not a formal part of the bylaw, they are underlined to show the addition.

Reasons for continuing to have Part 1 of the Consolidated Bylaw

The Council considers it is appropriate to continue to have a bylaw that provides for common administration aspects of the Consolidated Bylaw. Specifically, amended clauses; three to six must be in a bylaw to be given effect, but are not in all component parts of the bylaw. If the bylaw were allowed to lapse or be revoked, the Council may be unable, for example, to set fees and waiver fee for some activities under the component parts (e.g. Part 2: Animals). The 'bylaws

revoked' clause, amended clause seven is retained for avoidance of doubt about matters considered under revoked bylaws.

More information

A copy of the current bylaw is available on the Council's website.

<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/bylaws/wellington-consolidated-bylaw-2008/part-1-introduction>

A detailed description of all changes was considered by the Council City Strategy Committee on 22 August 2019. This description can be accessed in the meeting agenda [\[link\]](#) or Council officers can send you a copy, contact: policy.submission@wellington.govt.nz

Proposed Amended Wellington City Consolidated Bylaw: Part 1 Introduction

This part of the Wellington City Consolidated Bylaw is made pursuant to Part 8 of the Local Government Act 2002. This part was adopted and came into force on 1 July 2008 and amended on [TBC].

1 Purpose

- 1.1 The purpose of this part of the Wellington City Consolidated Bylaw is to present provisions that are common to all parts of the Consolidated Bylaw or are not already in a component part and need to be included in a bylaw to be given effect.

2 Interpretation

- 2.1 The title of this Bylaw is 'Wellington City Consolidated Bylaw 2008'.

Note: The term 'this Bylaw' is used to refer to all component parts of the Wellington City Consolidated Bylaw, Parts 1 to 10.

- 2.2 The Interpretation Act 1999 applies to this Bylaw.

- 2.3 In this Bylaw, unless the context otherwise requires:

Council means the Wellington City Council.

District means the City of Wellington as defined from time to time under the procedures set out in the Local Government Act 2002.

Owner has the meaning given by the Local Government Act 1974.

Public place means any place that, at any material time, is open to or is being used by the public, whether free or on payment of a charge; and whether an owner or occupier of the place is lawfully entitled to exclude or eject any person from that place, and includes any aircraft, hovercraft, ship or ferry or other vessel, train, or vehicle carrying or available to carry passengers for reward.

Rates Records means the rates records of the Council kept pursuant to the Local Government (Rating) Act 2002.

Road has the meaning given by the Local Government Act 1974.

3 Fees, waivers, forms and processes

- 3.1 The Council may by resolution prescribe or vary, any fee in respect of any matter provided for in this Bylaw.
- 3.2 The Council may refund, remit or waive any fee prescribed by this Bylaw or charge payable for a certificate, authority, permit or consent from, or inspection by, the Council, for any reason it thinks fit.
- 3.3 The Council may prescribe the form of, and process to be followed for, any application, certificate, licence permit or other document, which is required

under this Bylaw. These forms and processes may be altered or amended at any time.

3.4 An application to the Council can be made to waive full compliance with any provision of this Bylaw on the basis that it would needlessly injure or affect any person, ~~the operation of any business~~ or cause loss or inconvenience to any person, without any corresponding benefit to the community.

3.5 On receipt of an application under clause 3.4, the Council may waive the strict observance or performance of any provision of this Bylaw and impose such other terms or conditions consistent with the intention and purpose of the Bylaw as the Council may think fit.

4 Removal of works in breach of bylaws and recovery of costs

4.1 ~~Any person authorised by The~~ Council may remove or alter any work or thing constructed in contravention of any provision of this Bylaw.

4.2 The Council may recover from any person responsible for the construction, or permitting the continued existence of any such work or thing, all costs incurred in connection with any removal or alteration.

4.3 The exercise of clause 4.1 shall not relieve any person from liability for constructing or permitting the continued existence of any such work or thing.

Note: Local Government Act 2002 enforcement powers include: court injunction (section 162), seizure and disposal of property (sections 154, 165, 168), powers of entry (sections 171, 172, 173) and power to request name and address (section 178).

5 Offences

5.1 Every person commits an offence against this bylaw who damages, destroys or defaces (or has in his or her possession without authority from the Council) any property, article or thing belonging to the Council or under its control.

6 Continuing offences

6.1 The continued existence of any work, building, land, premises or thing in such a state or form as to be in contravention of any provision of this Bylaw shall be deemed to be a continuing offence under this Bylaw.

7 Bylaws revoked

7.1 Any resolution made under the Wellington Consolidated Bylaw 1991, before this Bylaw ~~comes~~ came into force, continues in force under this Bylaw until altered or revoked by further resolution.

7.2 The Wellington Consolidated Bylaw 1991 ~~is~~ was revoked at the time of the Wellington Consolidated Bylaw 2008 coming into force.

7.3 The revocation of existing Bylaws does not extinguish any existing cause of action.

7.4 All Bylaws revoked shall remain in force and effect so far as they relate to anything done or any offence committed, penalty incurred, prosecution or

-
- proceeding commenced, right or liability accrued, licence issued, notice given, or order made, under or against any of the provisions of that Bylaw before the coming into force of this Bylaw.
- 7.5 All licences issued under any revoked Bylaw shall, after the coming into force of this Bylaw, be deemed to have been issued under this Bylaw and be subject to the provisions of this Bylaw.
- 7.6 All ~~Inspectors and other~~ Council officers appointed by the Council under or for the purpose of any revoked Bylaw, and holding office at the time of the coming into operation of this Bylaw, shall be deemed to have been appointed under this Bylaw.
- 7.7 All fees and charges fixed by resolution of the Council in regard to any goods, services, inspections or licences provided for in any revoked Bylaw shall apply under the corresponding provisions of this Bylaw until altered by further resolution of Council.

3. Monitoring

UPDATED FORWARD PROGRAMME FOR CITY STRATEGY COMMITTEE MEETING FOR 2019

Purpose

1. This report provides an updated copy of the City Strategy Committee's Forward Programme for 2019.

Summary

2. This updated Forward Programme sets out the strategy, policy and briefing reports that are planned for the City Strategy Committee meetings for 2019.
3. The Forward Programme includes both large scale strategy and policy documents, projects, unit work streams, and also a number of operational reports that require committee consideration.
4. The Forward Programme is a working document that is subject to change on a regular basis.
5. A number of items are listed which do not have as yet agreed reporting timeframes. These have been added separately to ensure that the Committee has visibility of the fuller work programme. These will be included as scheduled items, as dates are confirmed.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Note the attached forward programme.

Attachments

Attachment 1. Forward Programme 2019

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Author	Cyrus Frear, Senior Democracy Advisor
Authoriser	Jennifer Parker, Democracy Services Manager

SUPPORTING INFORMATION

Engagement and Consultation

Not applicable.

Treaty of Waitangi considerations

Not applicable.

Financial implications

Not applicable.

Policy and legislative implications

Timeframes and deliverables are reliant on organisational resourcing and priorities.

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not applicable.

Health and Safety Impact considered

Not applicable.

FORWARD PROGRAMME 2019: THIS IS A WORKING DRAFT, THE CONTENTS ARE SUBJECT TO CHANGE

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader
22 Aug	City Strategy Committee	Outer Green Belt Management Plan	Recommendation from subcommittee	Bec Ramsay	Barbara McKerrow	Cr Gilbert
22 Aug	City Strategy Committee	Traffic Resolutions	Amendments to the Wellington City Council Traffic Restrictions, which support the achievement of the Council's transport strategy outcomes of safety, accessibility, efficiency and sustainability: to improve the Metlink bus network by making a number of bus stops at various sites around the City more accessible, safer for passengers and drivers as well as improving efficiency by enabling better traffic flow for all road users.	Wendy Ferguson	David Chick	Cr Calvi-Freeman
22 Aug	City Strategy Committee	Forward Programme	An updated forward programme will be provided to Councillors for discussion	Cyrus Frear	Stephen McArthur	Cr Pannett
22 Aug	City Strategy Committee	Land Exchange Johnsonville	This item is public excluded	Phil Becker	Andy Matthews	Cr Foster
22 Aug	City Strategy Committee	Council Grants	Report on grant funding provided by Council for the 2018/19 financial year	Kiri Rasmussen	Andy Matthews	Cr Foster
22 Aug	City Strategy Committee	Shelly Bay review	To ask the City Strategy Committee to agree to the terms of reference for the Shelly Bay Review		Hayley Evans	

CITY STRATEGY COMMITTEE
22 AUGUST 2019

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader
22 Aug	City Strategy Committee	Consolidated Bylaw Pt 1 Review	To approve public consultation on proposed amendments to the Wellington City Consolidated Bylaw 2008: Part 1 Introduction (“the bylaw” or “Part 1”). 3. Officers have reviewed Part 1 in line with Local Government Act 2002 (LGA) requirements for the 10-yearly review of bylaws, and propose an amended bylaw. The proposed amendments are to remove redundant content and re-order and clarify the remaining content.	Geoff Lawson	Hayley Evans	Cr Day
22 Aug	City Strategy Committee	Accessibility Wellington Action Plan	To approve to the Accessible Wellington Action Plan. The action plan is structured around ensuring an ‘accessible journey’. The accessible journey goal is underpinned by actions to improve access in the built environment, access to venues and access to information	Geoff Lawson	Stephen McArthur	Cr Lee
Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader
5 Sep	City Strategy Committee	Evans Bay Parade Cycleway	Parking amendments	Daniel Cairncross	David Chick	Cr Free
5 Sep	City Strategy Committee	Acquisition of Land – Mt Cook	This item is public excluded	Paul Davidson	David Chick	Cr Gilbert
5 Sep	City Strategy Committee	Remuneration Authority Report	Schedule of expenses	Crispian Franklin	Stephen McArthur	Deputy Mayor
5 Sep	City Strategy Committee	Submission on the standards for advertising and promotion of alcohol	To agree to the draft submission (Attachment 1) on the Advertising Standards Authority’s (ASA) Consultation on the Standards for Advertising and Promotion of Alcohol. 3. The ASA has produced revised standards for Advertising and Promotion of Alcohol. They have sought feedback through consultation on the proposed changes.			
5 Sep	City Strategy Committee	Multi-user ferry terminal	This item is public excluded	Kim Kelly	David Chick	

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader
12 Sep	City Strategy Committee	Traffic Resolutions	Traffic Resolution Report describing a variety of traffic and parking restrictions	Lindsey Hill	David Chick	Cr Calvi-Freeman
12 Sep	City Strategy Committee	Review of policy for stopping and sale of surplus unformed road	This item is public excluded	Wendy O'Neill	Andy Matthews	Cr Foster
12 Sep	City Strategy Committee	Appointment of Council to Control and Manage part of Wright Hill Reserve	Proposal for WCC to control and manage this land on behalf of DoC	Joel De Boer	Barbara McKerrow	Cr Gilbert
Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader
25 Sep	City Strategy Committee	Annual Report		Bronwen Green	Andy Matthews / Hayley Evans	Cr Foster

4. Operational

COUNCIL GRANTS

Purpose

1. This report asks the City Strategy Committee to receive the information in this paper. Grants are included in Council's plans to provide an appropriate mechanism to respond to community groups and organisations that are undertaking projects. This paper reports on grant funding provided by Council for the 2018/19 financial year.

Summary

2. Grants are used across a range of functional areas as one means of supporting the delivery of Council's priorities and strategies.
3. The Council administered funds totalling \$9.3m on grants in 2018/19 and has budgeted spend of \$10.1m in the 2019/20 Annual Plan.
4. In addition to this, Council also supports the Council Controlled Organisations (CCOs) through grant funding including WREDA with the Major Events Fund with \$4.8m in 2018/19 budgeted to increase to \$4.9m in the 2019/20 to ensure Wellington has an exciting major events programme throughout the year. Operating grants to CCOs are not covered in this report and activities are reported quarterly through the CCO sub-committee.
5. A total of \$1.9m was paid from the City Growth Fund (CGF) in 2018/19, this represents funding approved in the 2018/19 year and funding commitments made in prior years where the expenditure was incurred in 2018/19. At 30 June 2019 a further \$0.6m has been approved and committed with payment not falling due until 2019/20 (\$515k) or 2020/21 (\$93k).
6. CGF highlights for the year were quite diversified and included: commemorations for the final year of the World War I centenary which were so well attended, the Eminem stadium concert, Creative HQ's GovTech Lightning Lab programme, the Festival for the Future 2019, Doc Edge Film Festival, City Gallery's Double Feature of Eva Rothschild and Semi-Conductor, the Pinkline Project, Second Unit, Take Ten programme, the new NZX signage, the 2019 Pride Parade, the Roxy5 short film competition and various sporting code sponsorships. In addition to these, the CGF provided an underwrite to Te Papa for the Terracotta Warriors exhibition which was not called upon, provided a loan to the Wellington Football team to travel and compete in the FIFA 2018 Club World Cup. This loan was repaid in early 2019. This financial year also saw the final repayment of the Enspiral Dev Academy's and BizDojo's loans provided from the fund back in 2014.

Recommendation/s

That the City Strategy Committee:

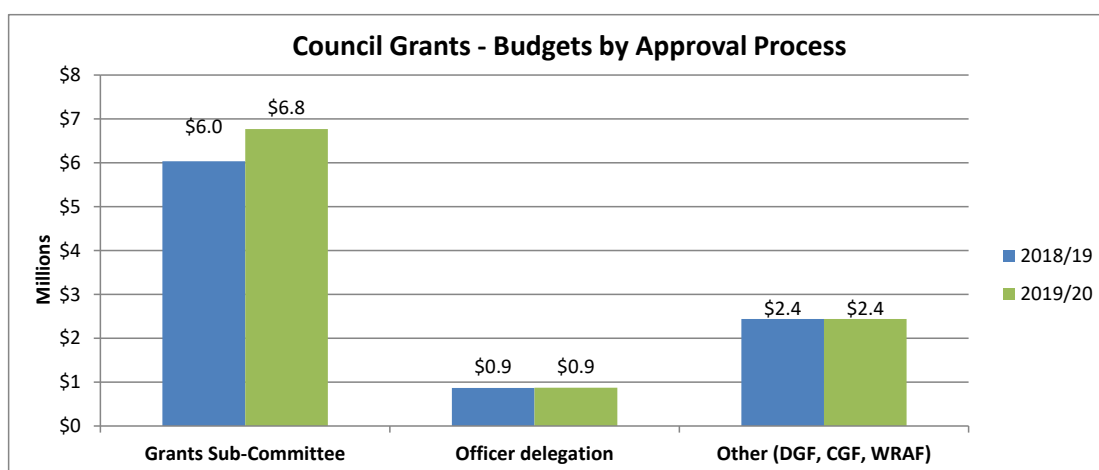
1. Receive the information.

Background

7. Grants provide the Council with the ability to support community resilience, encourage innovation, diversity and creativity as well as support the city's social, cultural and environmental infrastructure. Grants enable the Council to help ensure particular activities occur without directly providing a service.
8. Grants are a tool for funding and/or facilitating the provision of services, events and assets that are more appropriately provided by the community than the Council or which are delivered by organisations. Often the community and community organisations are better placed to identify the needs or gaps that exist in their communities and to find appropriate solutions or services for filling those gaps.
9. Budgets for Council grants are agreed as part of the Council's Long Term and Annual Plans.

Discussion

10. Grants can refer to a wide range of support provided to external organisations. In this paper it is used to refer to the following types of grants:
 - a. Grants delegated to the Grants Sub-Committee (\$6.0m in 2018/19)
 - b. Grants delegated to Officers (\$0.9m in 2018/19)
 - c. Grants with other delegations or process (The Discretionary Grant Fund, City Growth Fund and Wellington Regional Amenities Fund totalling \$2.4m in 2018/19)
11. The following graph summarises these different types of grants.



12. This paper takes each set in turn and provides reporting on the support provided under each. As a group, contestable grants are used to further the delivery of Council's goals and outcomes. All grants are managed and reviewed in line with the delegations agreed by the Council.
13. In some cases where there are particular things better delivered by the external organisation, project funding is provided when external organisations have approached Council outside of the contestable grants process. For both the Arts and Culture and Social and Recreation Funds the majority of funding is allocated to ongoing multi-year funding contracts, these are reviewed every three years at which time there is a contestable process. The balance of funding for the specific funding pool is then allocated through grant rounds, generally twice or three times a year.

14. Funding applications for multi-year contracts and one off grants are managed through an online funding portal which is used across the organisation for subject matter specialists to make assessments, for applicants to agree to funding outcomes and for organisations to complete and submit reporting.
15. Other funds managed centrally through the same processes complement the current funding framework, an example being the Creative Communities Funding Scheme which local Councils manage on behalf of Creative New Zealand, this funds smaller scale arts projects and can include individuals and non-legal groups.
16. In 2018/19 financial year a total of 192 project grants were made across the funds delegated to the Grants subcommittee - total \$1.57m (in one off project grants).
 - Arts and Culture Fund: 84 applications funded, total \$385,065, average grant size \$4,584, largest \$15,000, smallest \$600. In 2018/19 this also included the Professional Performing Arts Fund
 - Social and Recreation Fund: 64 applications funded, total \$537,158, average grant size \$8,393, largest \$30,000, smallest \$430.
 - Natural Environment Fund: 19 applications funded, total \$82,804, average grant size \$4,358, largest \$9,600, smallest \$804
 - Built Heritage Incentive Fund: 18 applications funded, total \$550,000, average grant size \$30,555, largest \$168,500, smallest \$3,000.
 - Sportsville Partnership Feasibility Fund: two grants totalling \$35,259.
 - Waste Minimisation Seed Fund: six applications funded through the fund for larger (over \$2,000 grant fund delegated to the Grants subcommittee), total \$54,000, average \$9,000, largest \$10,000, smallest \$4,820.

Grants delegated to the Grants Sub-Committee

17. Around 65% of grants administered by Council are delegated to the Council Grants Sub-Committee for approval. These are outlined in the following table:

Grants Sub-Committee Approved Funds	2018/19 Budget \$000	2019/20 Budget \$000
Arts & Culture Fund	1,642	1,670
Built Heritage Incentive Fund	450	1,000
Natural Environment Fund	80	100
Social & Recreation Fund	3,236	3,344
Sportsville Partnership Feasibility Fund	540	540
Waste Minimisation Seed Fund	70	100
Tawa Community Grants*	15	15
TOTAL	6,033	6,769

* Note this is approved by the Tawa Community Board Grants Sub-Committee, not the WCC Grants Sub-Committee but is included here for completeness.

18. The majority of these grants are allocated through a contestable process with decisions taken by the Grants Sub-Committee. Organisations and projects are funded through both contracts and contestable grants pools. The contestable pools provide grants that

are discretionary, short term and generally project based in nature. The Council also enters into multi-year contracts when it has an interest in ensuring particular activities occur that contribute to Council's strategies or policies.

19. Organisations funded by the Council through multi-year contracts need to meet the relevant fund criteria. In 2018/19 there were 72 organisations supported through multi-year funding contracts. These are shown in Attachment 1.
20. In addition to meeting criteria these organisations:
 - Are well-established and with some Council funding are sustainable in the long-term and a partner relationship is beneficial.
 - Are generally regarded as a feature of Wellington's infrastructure or unique sense of place.
 - The Council does not wish to influence day to day activities but has a strong interest in the outcomes of the organisation and can influence these through results based reporting.
 - Activity has alignment with Council's outcomes and policies.
21. All allocations over \$100,000 are subject to approval by the City Strategy Committee.
22. Details of grant allocations made through the Grants-Sub Committee and across Council funds are published on the Council's website as past allocations within each respective fund web page.
23. Information is also provided through WCC's open data portal and on The Divvy (www.thedivvy.nz), where grant information and outcomes are presented in an easily accessible way. All grant data is published via WCC's open data portal, the dataset includes approved (and declined) applications as well as a range of other data fields (including agreed outcomes).

Grants delegated to Officers

24. Around 8-10% of grants administered by Council are delegated to the Officers for approval. These are outlined in the following table:

Officer Approved Funds	2018/19 Budget \$000	2019/20 Budget \$000
Betty Campbell Accommodation Assistance Grants	234	232
Capital Compost and Garden Products Community Grants	5	5
Community Events Sponsorship	150	150
Recycling grant or kerbside collection service	10	20
Sports Event Partnership Fund	150	150
Stone Soup Fund	12	12
Warm up Wellington	60	60
Wellington Venues Subsidy	245	244
TOTAL	866	873

Attachment 2 outlines the allocations from these funds in 2018/19.

25. These funds are managed by different Business Units within Council that are closest to the community or needs of these grant funds. A summary of the purpose of each fund and how they are managed is outlined in the table below:

Officer Approved Funds	Purpose	Managed by
Betty Campbell Accommodation Assistance Grants	This grant is for rental costs for office space in the central city for organisations delivering social services that promote social well-being for Wellingtonians	WCC Grants Team
Capital Compost and Garden Products Community Grants	This fund is to help schools, childhood education facilities and community garden groups to create food gardens, or complete native plant-restoration projects.	WCC Waste Operations Team
Community Events Sponsorship	This fund supports community events sponsorship	WCC City Events Team
Recycling grant or kerbside collection service	This fund supports recycling in schools, early childhood centres and not-for-profit organisations. We provide a kerbside recycling service where possible and have grants available if commercial providers are needed. This fund is funded by the Waste Minimisation Levy rather than rates.	WCC Waste Operations Team
Sports Event Partnership Fund	This fund has been established to support mid-tier sport and recreation events that contribute to Wellington's economy, support the development of clubs and sport and recreation bodies, promote participation in sport and active recreation, and showcase Wellington as a vibrant sport and recreation destination.	Decisions are made by a Panel of Senior Advisors from WCC's Parks, Sports & Rec Team and WREDA
Stone Soup Fund	This fund supports the viability and sustainability of established community gardens in Wellington.	Wellington Community Garden Network
Warm up Wellington	Funds are available to help home owners (including landlords) insulate houses built before 2000. Sustainability Trust insulates properties under the WuW programme.	WCC Strategy Team
Waste Minimisation Seed Fund	Smaller grants are made available on a two monthly decision making cycle through the (grants under \$2000) for school and community projects.	WCC Waste Operations Team
Wellington Venues Subsidy	This subsidy is to improve community access for events in certain Council-owned venues.	WCC Grants Team, Decisions are made by a Panel of Senior Advisors from WCC (Community Services, City Arts & Events)

Funds with Other Delegations

The Discretionary Grant Funds

26. The Discretionary Grant Fund is used only in special circumstances to ensure the community and organisations can deliver projects which meet grant criteria and benefit Wellingtonians. Typically, this fund is used to support projects that miss the cycle of funding rounds or are for projects where planning ahead has not been possible.
27. Organisations supported through this fund must meet Council funding criteria, and approvals are delegated to the Mayor and Deputy Mayor on Officer recommendations.
28. The fund has a total of \$80,000 per annum to allocate to this purpose. A list of 2018/19 allocations is included as Attachment 3.

City Growth Fund

Background- City Growth Fund

29. The City Growth Fund was established on 1 July 2013 to support economic initiatives and enable Council to respond to opportunities that arise in a timely and agile manner.
30. The objectives of the fund are to:
 - help generate income and productivity growth at a faster rate than the economy as a whole
 - help facilitate opportunities that contribute to economic growth in Wellington
 - be agile, responsive and engaged through a partnership approach that is tailored to maximise potential leverage from both private and public sectors.
31. The fund was established to support three broad areas: events, initiatives and partnerships with the criteria set out for assessing funding proposals, these are unchanged and are set out below:

Events	Initiatives	Partnerships
<p>Events that are:</p> <ul style="list-style-type: none"> • Maximising the economic contribution that events can make to Wellington • Maximising the diversity and vibrancy of Wellington's arts and culture events • Enhancing a strong events support-structure which draws on Wellington's venues and assets • Encouraging more visitors to Wellington through strengthening the city's profile as a leading events destination 	<p>Initiatives that are:</p> <ul style="list-style-type: none"> • Facilitating opportunities for Wellington that enlarges the city's business footprint • Supporting initiatives that build the city's reputation as an easy place to do business • Supporting initiatives that create jobs in Wellington's professional services and innovative high-tech industries • Enhancing Wellington's image as a centre of excellence in innovation and professional services 	<p>Partnerships that are:</p> <ul style="list-style-type: none"> • Supporting people to commercialise or progress innovative ideas that are Wellington-based or focused (not start-ups) • Sharing expertise and resources to maximise potential opportunities for the city that: <ul style="list-style-type: none"> ○ will lead to improved economic growth opportunities, and/or ○ will lead to better value for money services for the local government sector

Events	Initiatives	Partnerships
<ul style="list-style-type: none"> Encouraging the development of events that support the city's key strategic economic objectives. 	<ul style="list-style-type: none"> Encouraging opportunities that contribute to the city's long-term economic growth aspirations. 	<ul style="list-style-type: none"> Encouraging a joined-up approach that contributes to the city's long-term economic growth aspirations.

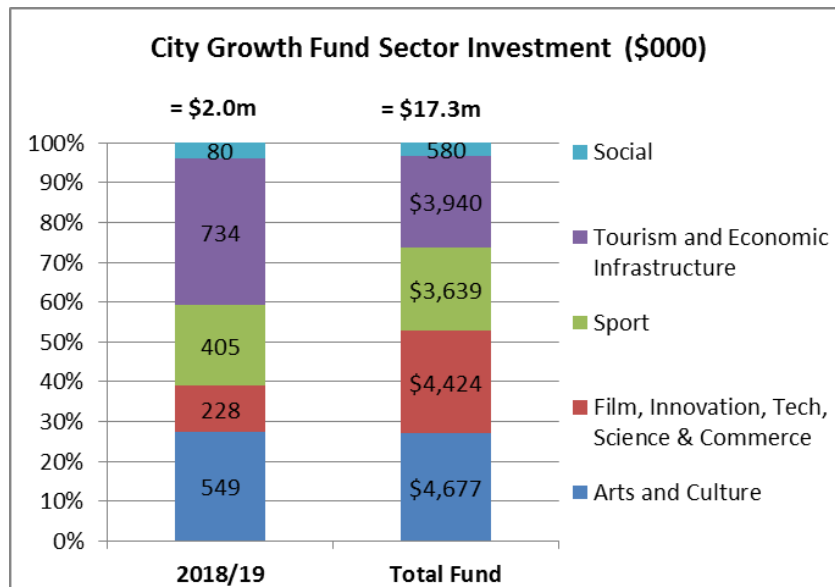
32. Proposals are assessed for their fit against these criteria as well as normal due diligence criteria of the applicant (financial viability and analysis, ability to deliver, partners, other investors and funding sources etc).

Delegations – City Growth Fund

33. The delegations for funding approvals from the fund are:
- for funding decisions with expenditure over \$100,000 approval is required by Council.
 - for funding decisions with expenditure of \$100,000 or less, approval is required by the Chief Executive in consultation with the Mayor, Deputy Mayor and the Chair of the Economic Portfolio.

Discussion – City Growth Fund

34. The actual spend recorded in the fund for the 2018/19 year was \$1.9m over 21 project initiatives.
35. A further two initiatives were approved with no net financial cost to the fund – Team Wellington were provided a \$40,000 loan to attend the FIFA 2018 Club World Cup which was fully repaid by March 2019, and Te Papa were provided a \$50,000 underwrite for the Terracotta Warriors exhibition which was not called upon. This brings the total approvals from the fund in 2018/19 to \$2.0m.
36. Also in 2018/19, two prior year loans were repaid in full from the Enspiral Developer Academy (\$50,000 loan made in 2014/15 plus interest of \$6,000) and BizDojo Tech Hub establishment (\$235,200 from 2015/16). These funds have gone back into the fund and can be recycled for future initiatives.
37. Nine initiatives totalling \$0.6m have been approved before 30 June 2019, however payments will not be made until the 2019/20 (\$0.5m) and 2020/21 (\$0.1m) financial years. These represent approved commitments to be funded from the fund's closing balance at 30 June 2019.
38. The highlights for the year were quite diversified and a full list of fund approvals can be found in Attachment 4.
39. Investment from the fund has been reasonably equally spread across four key sector areas both the \$2.0m approvals in 2018/19, and the total \$17.3m cumulative approvals since the fund's inception in 2013/14. This can be seen in the following graph:



40. Each funding agreement includes a targeted set of outcomes we expect to achieve from each project or initiative. A summary of the key projects delivered in 2018/19 and their reported outcomes is set out in Attachment 5.
41. The fund's position and forward programme as at 30 June 2019 is summarised in the following table:

CGF Summary (\$'000s)	2018/19	2019/20	2020/21	2021/22	2022/23	Total (2013/14 to 2022/23)
Opening Balance	2,271	2,407	2,429	4,160	6,023	0
Plus: Annual Funding	1,750	1,787	1,824	1,863	1,904	24,805
Plus: Repayment of Prior Year Repayable Grants	291*	0	0	0	0	291
Less: Approved Bids	(1,996)	(1,765)	(93)	0	0	(17,260)
Plus: Repayment of current year loans and underwrite not called upon	90**	0	0	0	0	90
Available Balance	2,407	2,429	4,160	6,023	7,927	7,927
Pending Applications***	-	(385)	(735)	(665)	(865)	(2,650)
Cumulative impact	-	(385)	(1,120)	(1,785)	(2,650)	(2,650)
Forecast Available Balance****	2,407	2,044	3,040	4,238	5,277	5,277

* Relates to Enspirial Dev Academy and Biz Dojo prior year loan repayments

** Relates to Team Wellington current year loan repayment and Te Papa approved underwrite not called upon

*** This includes all applications received but not approved at 30 June 2018, and the expected demands on the fund. These amounts have not been approved or committed.

**** It is anticipated around \$1 million per annum will be used from this forecast balance to minimise the ratepayer impact of the Convention Centre as indicated in the business case. Therefore whilst an available balance remains it is largely earmarked for this purpose.

Wellington Regional Amenities Fund (WRAF)

42. The WRAF was established to support eligible entities of regional significance with day today operational expenses and new innovative projects that will achieve identified priorities for the region. The WRAF is focused on arts, cultural and environmental organisations that can deliver activities that support the fund priorities, thereby contributing to the attractiveness, vitality and wellbeing of the Wellington Region.
43. Each Member agreed through the Terms of Reference to provide funding to WRAF, and the contributions for 2018/19 were:
- Hutt City Council: \$200,000
 - Kapiti Coast District Council: \$48,000
 - Porirua City Council: \$50,000
 - Upper Hutt City Council: \$106,000
 - Wellington City Council: \$609,200
44. Decisions on the fund are made through the Joint Committee of Mayors who represent the member Councils, these arrangements are set out in the Terms of Reference, with funding allocated committed by the Joint Committee. Each member Council's Chief Executive are represented by a Senior Officer on a Council Officer Group. Administrative support is provided by Wellington City Council for a Fund Manager reporting through the Terms of Reference to the Joint Committee.
45. In March 2017 it was agreed the application process would be changed with a more focussed approach and 2018/19 saw seven projects supported with funding, with each organisation having a detailed set of performance measures based on fund criteria and outcomes.
46. In April 2018 the Joint Committee allocated \$600,000 from the 2018/19 financial year to the Te Matatini Society Incorporated for support for the the Te Matatini National Kapa Haka Festival planned for February 2019 at the Westpac Stadium, this secured their commitment to hold the festival at the Westpac Stadium along with regional approaches to hosting teams from across Aotearoa and the event was a huge success. In April 2018 the Joint Committee also agreed to align the Wellington Regional Amenities Fund (WRAF) with Wellington City Council's 'Decade of Culture' – helping the region build on the success of significant regional cultural events and organisations and provide an opportunity for regional Councils to invest in a regional and long term approach by providing multi-year funding.
47. At the Joint Committee meeting in September 2018, member Councils committed three years of funding, based on existing criteria and in line with the current terms of reference and 'Decade of Culture' approach.
48. A summary of the WRAF approvals for 2018/19 are as follows:

Organisation Name	Project Initiative	2018/19	2019/20	2020/21
Te Matatini Society Incorporated	Te Matatini Kapa Haka Festival 2019	\$600,000	-	-
Creative Capital Arts Trust	CubaDupa	\$180,000	\$200,000	\$200,000
Hutt City Council	HighLight: Carnival of Lights	\$30,000	\$100,000	\$100,000

Organisation Name	Project Initiative	2018/19	2019/20	2020/21
New Zealand Festival	New Zealand Festival	-	\$350,000	\$200,000
Tawata Productions	Kia Mau Festival	\$90,000	-	\$100,000
Wellington City Council	Ahi Kā Festival (Matariki event) 2020 + 2021	-	\$200,000	\$200,000
Wellington Museums Trust T/A Experience Wellington	2019 Capital E National Arts Festival	-	-	\$90,000
Wellington Regional Orchestra Foundation Inc	Orchestra Wellington	\$70,000	\$100,000	\$100,000
TOTAL		\$970,000	\$950,000	\$990,000

49. Funding for the five organisations supported in 2019/20 and the seven organisations in 2020/21 are subject to member Councils contributing to the Wellington Regional Amenities Fund through their respective Annual and Long Term Plans, contributions for 2019/20 have been confirmed for all Councils with the exception of Kāpiti Coast District Council who have withdrawn from the fund in their 2019/20 Annual Plan.

50. Reporting for WRAF is to the Joint Committee of member Councils.

Options

51. This report does not have any options.

Next Actions

52. Ensure this report will be prepared at the end of each year summarising all Council grants, and any changes from prior years.

Attachments

Attachment 1.	Grant Contract Allocations 2018-19	Page 112
Attachment 2.	Grant Funds Delegated to Officers 2018-19 Allocations	Page 116
Attachment 3.	Discretionary Grant Fund 2018-19 Allocations	Page 122
Attachment 4.	City Growth Fund 2018-19 Allocations	Page 123
Attachment 5.	City Growth Fund 2018-19 Outcomes	Page 126

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SUPPORTING INFORMATION

Engagement and Consultation

N/A

Treaty of Waitangi considerations

N/A

Financial implications

None. This paper is a report against agreed budgeted grants.

Policy and legislative implications

N/A

Risks / legal

Some grant agreements contain confidentiality clauses for commercial sensitivity reasons. These have been adhered to in how information has been disclosed in this report.

Climate Change impact and considerations

N/A

Communications Plan

The Communications Team have been consulted about this paper.

Health and Safety Impact considered

N/A

Organisation name	Amount funded 2018/19 (excl GST)		Contract term
	Social	Cultural	
Age Concern Wellington Inc	\$30,540		2017-2019
Arcade NZ Live Art Trust		\$25,000	2018-2021
Aro Valley Community Council Inc	\$53,730		2016-2019
Arts Access Aotearoa		\$24,000	2018-2021
BATS Holdings Limited		\$65,000	2018-2021
Be Institute	\$15,000		2016-2019
Berhampore School - Centennial Community Centre	\$44,390		2016-2019
Brooklyn Community Association	\$81,628		2016-2019
Capital BMX Club Incorporated	\$17,000		2018-2021
Challenge 2000 Trust	\$40,720		2017-2020
Chamber Music New Zealand Trust Group		\$20,000	2018-2021
Circa Theatre		\$77,000 ^{*1}	2018-2021
Citizens Advice Bureau Wellington Incorporated	\$210,787		2018-2021
Community Law Wellington and Hutt Valley Trust (Wellington Community Law Centre)	\$79,480		2018-2021
Community Networks Wellington Inc	\$45,000		2018-2021
Creative Capital Arts Trust		\$123,992	2016-2019
Downtown Community Ministry Wellington Inc	\$58,805 ^{*2} \$277,667 ^{*3}		2018-2019 2018-2021
English Language Partners New Zealand Trust	\$18,599		2016-2019

Footnote Dance Trust Board		\$25,000	2018-2021
Hataitai Childcare Collective and Community House Inc	\$52,936		2017-2019
Island Bay Enhancement Trust		\$11,500* ⁴	2018-2021
Johnsonville Community Centre	\$50,930		2016-2019
Kaibosh	\$30,000		2018-2021
Karori Community Centre Inc	\$57,863		2016-2019
Katherine Mansfield Birthplace Society		\$116,350	2016-2019
Khandallah Cornerstone Resource Centre Trust Board	\$46,063		2016-2019
Kilbirnie/Lyall Bay Community Centre Incorporated	\$56,830		2016-2019
Life Flight Trust	\$50,000		2018-2021
Miramar Peninsula Community Trust	\$35,630		2017-2019
New Crossways Community Trust T/A Mt Vic HUB	\$47,530		2016-2019
New Zealand Opera Ltd		\$65,000	2018-2021
Newtown Community & Cultural Centre (Daniel Street Hall)	\$97,502		2016-2019
Newtown Community & Cultural Centre - Smart Newtown	\$106,052		2016-2019
Newtown Community & Cultural Centre - Wellington Timebank	\$30,998		2016-2019
Newtown Festival Trust		\$120,000* ⁵	2018-2021
Nga Hau e Wha o Paparangi Society	\$42,756		2016-2019
Ngati Kahungunu ki Pōneke Community Services Inc	\$ 98,865* ²		2018-2019
Northland Memorial Community Centre Inc	\$45,924		2016-2019
Randell Cottage Writers Trust		\$12,000	2018-2021

Royal New Zealand Ballet		\$155,000	2018-2021
Sexual Abuse Prevention Network	\$30,000		2018-2021
Strathmore Park Community Centre Trust	\$94,165* ⁶		2016-2019
Surf Life Saving New Zealand Inc	\$66,870		2018-2021
Sustainability Trust	\$25,000		2018-2021
Taki Rua Productions Society Inc		\$36,164	2016-2019
Tawata Productions		\$40,000	2018-2021
Te Whanganui-a-Tara Youth Development Trust (Trading as Evolve)	\$35,000		2018-2020
The Community Performing Arts Trust		\$23,000	2018-2021
The Miramar and Maupuia Community Trust Inc	\$47,708		2016-2019
The New Zealand Portrait Gallery Trust		\$20,665	2016-2019
The Orpheus Choir of Wellington Inc		\$18,000	2018-2021
The Wellington Activity Centre Charitable Trust - T/A Te Ara	\$37,666		2017-2020
The Wellington Boys' and Girls' Institute	\$74,314		2017-2020
The Wellington City Mission (Anglican) Trust Board - Operational support for City Mission programmes	\$40,000		2018-2021
The Wellington City Mission (Anglican) Trust Board - Mayoral Relief Fund	\$22,950		2018-2021
The Wellington Treasure Trust		\$27,000	2018-2021
Theatre Awards Trust		\$10,000	2018-2021
Thistle Hall Community Trust	\$25,832		2016-2019
Toimata Foundation	\$26,468		2017-2020
Vincents' Art Workshop Inc	\$60,000		2018-2021

Volunteer Wellington	\$37,198		2016-2019
Wellington Free Ambulance Service Incorporated	\$93,000		2018-2021
Wellington Independent Arts Trust		\$15,000	2018-2019
Wellington Marine Conservation Trust	\$41,331		2016-2019
Wellington Nightshelter Trust	\$160,000		2018-2019
Wellington Rape Crisis Incorporated	\$21,000		2018-2021
Wellington Regional Orchestra Foundation Inc		\$280,000	2018-2021
Wellington Sexual Abuse HELP Foundation	\$30,000		2018-2021
Wellington Women's Refuge Group Inc	\$37,000		2018-2021
Young and Hungry Arts Trust		\$20,665	2016-2019
Zeal Education Trust	\$50,900	\$10,180	2017-2020

*1 Plus an additional \$100,000 allocated for 2018/19 in the Long Term Plan

*2 Five months operational support

*3 7 months funding pro-rata based on \$476,000 per annum

*4 Plus an additional \$15,000 from Community Events Sponsorship

*5 Plus an additional \$30,000 support from Community Events Sponsorship

*6 Includes Raukawa Community Centre

Grant Funds Delegated to Officers – 2018/19 Allocations

Betty Campbell Accommodation Assistance Fund – 2018/19 Allocations

Organisation name	Amount funding	Term
Age Concern Wellington Inc	\$4,714	2015-2018
Ara Taiohi Inc	\$10,000	2016-2019
Big Buddy Mentoring Trust	\$880	2017-2020
Citizens Advice Bureau Wellington Inc	\$40,700	2018-2019
Changemakers Resettlement Forum	\$3,859	2018-2021
Community Law Wellington and Hutt Valley Trust (Wellington Community Law Centre)	\$6,300	2017-2020
Community Networks Aotearoa Inc	\$1,976	2015-2018
Community Networks Wellington Inc	\$1,620	2015-2018
Dress for Success Wellington	\$5,000	2017-2020
English Language Partners New Zealand Trust	\$4,500	2015-2018
InsideOUT Koāro	\$3,300	2016-2019
Interpreting Wellington	\$5,500	2015-2018
Kaibosh	\$5,000	2017-2020
Literacy Aotearoa Wellington Inc	\$6,300	2017-2020
MCLaSS: Multicultural Learning and Support Services	\$7,284	2015-2018
Multicultural Council Wellington Inc	\$1,500	2015-2018
OUTLine	\$500	2017-2020
Pablos Art Studios Incorporated	\$5,000	2017-2020
Porirua Living Without Violence - Te Noho Riri Kore Incorporated	\$3,000	2015-2018
Refugee Trauma Recovery	\$5,751	2015-2018
SeniorNet Wellington Inc	\$6,400	2016-2019
Sexual Abuse Prevention Network	\$1,440	2016-2019
SPELD NZ Inc	\$600	2016-2019
The New Zealand Federation of Family Budgeting Services (Inc.)	\$7,000	2016-2019
Te Whare Rokiroki (Maori Women's Refuge)	\$7,000	2017-2020
Vincent's Art Workshop Inc	\$10,000	2017-2020
Volunteer Wellington	\$8,500	2015-2018
Wellington Homeless Women's Trust	\$1,900	2015-2018
Wellington Rape Crisis Incorporated	\$10,000	2016-2019
Wellington Sexual Abuse HELP Foundation	\$6,300	2017-2020
Wellington Women's Health Collective Inc	\$4,000	2016-2019
Wellington Women's Refuge Group Inc	\$10,000	2016-2019
Total	\$195,824	

Capital Compost and Garden Products Community Grants – 2018/19 Allocations

Grants Recipient	Amount
Brooklyn Kids	\$340
Caltex Site Gardening Group Newtown	\$43
Hampton Hill School	\$340
Idea Services – IHC	\$255
Island Bay + Berhampore Community Orchard	\$340
Island Bay School	\$340
Johnsonville School	\$340
Miramar & Mapuia Community Centre	\$85
Newlands Childcare	\$85
Newtown Community Garden	\$340
Newtown Early Learning Centre	\$170
Newtown School	\$170
Owhiro Bay School	\$170
Te Aro School	\$255
Wellington Childcare	\$170
Wellington High School	\$340
Total	\$3,783

Community Events Sponsorship – 2018/19 Allocations

Organisation name	Support for	Amount granted
African Communities' Council Of Wellington Incorporated	Africa Day 2019	\$8,000
Asian Events Trust	Chinese New Year Festival 2019	\$45,000
Cancer Society of New Zealand Wellington Division Inc	Relay for Life 2019	\$2,000
Capital Events Limited	Wellington Dragon Boat Festival 2019	\$60,000
Island Bay Enhancement Trust	The Island Bay Festival 2019	\$15,000
Kahurangi Friends Inc	Kotahi 2019	\$3,000
Lions Club of Johnsonville Inc.	17th Johnsonville Lions Community Christmas Parade	\$3,500
Newtown Festival Trust	Newtown Festival Street Fair	\$30,000
Out Wellington Inc	Out in the Park 2019	\$7,000
Redhead Or Dead Events Ltd	BOWLZILLA Wellington 2019	\$20,000
Rotary Wellington Kaukau Inc	Khandallah Village Fair	\$1,480
Tawa Progressive & Ratepayers Association Inc.	Spring into Tawa 2018	\$3,048
The Polish Association in New Zealand Incorporated	Wellington Polish Christmas Market 2018	\$3,000
Wellington Museums Trust T/A Experience Wellington	Wellington Maker Faire	\$7,000

<i>Organisation name</i>	<i>Support for</i>	<i>Amount granted</i>
Total:		\$208,028

Recycling grants – 2018/19 Allocations

<i>Recipient</i>	<i>Amount</i>
Amesbury School	\$266
Brooklyn Kindergarten	\$313
Brooklyn School (Wellington)	\$500
Cashmere Avenue School	\$287
Council for International Development	\$345
Crofton Downs Primary School	\$408
Greenacres School	\$500
Hampton Hill School	\$500
Hataitai School	\$500
Helen Lowry Hall Board Incorporated	\$500
Holy Cross School (Miramar)	\$500
Johnsonville School	\$500
Karori Normal School	\$500
Kidz Corner Miramar Trust	\$260
Moriah Kindergarten	\$169
Newtown Kindergarten	\$500
Onslow College	\$500
Otari School	\$500
Reggio Bambini Preschool	\$500
Ridgeway School	\$240
Roseneath School	\$432
St Brigids School	\$483
St Catherines College (Kilbirnie)	\$500
Tawa Intermediate School	\$500
The NZ Film Festival Trust	\$300
Thorndon School	\$500
Wellington College	\$500
Wellington Free Ambulance	\$4,585
Wellington Night Shelter	\$500
Worser Bay School	\$450
Total	\$17,039

Sports Events Partnership Fund – 2018/19 Allocations

<i>Organisation name</i>	<i>Support for</i>	<i>Amount granted</i>
Netball Wellington	Lower North Island Secondary Schools	\$10,000
NZ Badminton Federation	Badminton National Champs	\$3,000
Capital Football	Futsal Youth Nationals	\$10,000
Capital BMX Incorporated	2018 Capital Championships with BMX NZ Super Series	\$3,000
Floorball New Zealand	Men's Under 19 World Floorball Champions 2019 Qualifications	\$6,000

Organisation name	Support for	Amount granted
International Field Archery Association with Archery New Zealand	WIAK New Zealand 2019	\$5,000
New Zealand Football	2019 Women's National League	\$3,500
New Zealand Football	New Zealand Secondary Schools Futsal Championships	\$10,000
New Zealand Football	2018 Futsal National League - National Series 2	\$3,500
Quantum Events LTD - Ocean Swim Series	Capital Classic	\$15,000
Swimming Wellington with Swimming New Zealand	National Ages Group Championships (NAGS)	\$16,000
Volleyball New Zealand	2019 NZ Provincial Volleyball Championships	\$15,000
Wellington Masters Athletics	2018 North island Masters track and Field Championships	\$3,000
Wellington Basketball	Under 17 National Championships	\$10,000
Athletics Wellington	2018 New Zealand Cross Country Championships	\$4,000
Total:		\$117,000

Stone Soup Fund – 2018/19 Allocations

Round	Organisation Name	Support for	Amount Granted
Sep-18	Brooklyn Food Group under Transition Town	Steps and Paths, volunteers and composting	\$568.50
Sep-18	Island Bay/Berhampore Orchards	Signage and mural costs	\$500.00
Sep-18	Kai o te Aro under Aro Valley Community Council Inc	Equipment	\$1,170.64
Sep-18	Northern Community Garden	Community Events, materials and equipment	\$1,222.00
Sep-18	Tawa Community Garden under Tawa Progressive & Ratepayers Association Inc	30m watering hose	\$130.00
Mar-19	Aro Valley Community Council Inc Kai o Te Aro	Raised beds timber, berry vines	\$350.00
Mar-19	Innermost Gardens	Hungry bins, Fungi growing trials	\$922.00
Mar-19	Tawa Community Garden under Tawa Progressive & Ratepayers Association Inc	Seeds, seedlings and other garden incidentals; signage, mulch	\$737.50
Mar-19	Transition Town Brooklyn	Brooklyn Orchard signage	\$685.00
May-19	Aro Valley Community Council Inc	Kai O Te Aro greenhouse foundation, lock and chain for equipment shed, wheelbarrow, plants	\$460.00
May-19	Houghton Valley Progressive Association Inc	Houghton Valley Gardens; spring planting	\$830.00

Round	Organisation Name	Support for	Amount Granted
May-19	Innermost Gardens Inc	Rainwater tank	\$920.00
May-19	Island Bay and Berhampore Community Orchard Trust	Mural	\$2,572.85
May-19	Island Bay and Berhampore Community Orchard Trust	Raised bed	\$519.00
May-19	Island Bay and Berhampore Community Orchard Trust	Te Wharepouri gardens; soil enhancers, tumbling composters. Seeds and seedlings, pest control	\$800.00
May-19	Tawa Community Garden under Tawa Progressive & Ratepayers Association Inc	Signage and olive trees	\$785.00
TOTAL			\$13,172.49

Warm Up Wellington Grants – 2018/19 Allocations

<i>Recipient</i>	<i>Amount</i>
Sustainability Trust (annual contract to further distribute to individuals through the Warm up Wellington programme)	\$60,000

Wellington Venues Subsidy – 2018/19 Allocations

<i>Wellington Venues Subsidy Organisation</i>	<i>Support For</i>	<i>Amount Granted</i>
Ara Taiohi	Involve 2018	\$15,000
Iwi Partnerships- WCC	Hauora Unleashed ki Pōneke	\$10,835
Tawa Schools and Community Music Festival	Tawa Goes To Town, Tawa Schools and Community Music Festival	\$15,000
New Zealand Institute of Professional Photography	NZIPP Iris Awards and exhibition, Exposure NZ Photoshow, Infocus conference	\$8,500
Japan Festival, International Relations- WCC	Wellington Japan Festival 2018	\$10,000
Arts and Events- WCC	Diwali	\$20,900
Arts and Events- WCC	Artsplash Festival	\$57,000
Rock Quest Charitable Trust	Showquest	\$9,850
African Communities' Council Of Wellington Incorporated	Africa Day 2019	\$5,000
Te Kōkī New Zealand School of Music - Victoria University of Wellington	Audio Arts Aotearoa	\$3,000
Asian Events Trust	Wellington Chinese New Year Festival	\$15,000
The Menagerie Limited	The Menagerie Variety Show	\$5,600
Tu Tangata Komiti Wellington	The Tu Tangata Secondary Poly Festival Wellington 2018	\$11,090
Downtown Community Ministry Wellington Inc	DCM Bookfair 2018	\$10,000
TedX Youth Te Aro	Ted X Youth	\$1,000

Wellington Venues Subsidy Organisation	Support For	Amount Granted
Pump Dance	Pump Dance Presents Peta Pan	\$2,500
Wellington Gilbert & Sullivan Society Inc	Die Fledermaus - a Comic Operetta by Johann Strauss	\$12,000
NZ Choral Federation, Wellington Region	The Big Sing National Finale	\$10,000
Springboard Arts	Hip Hop Extravaganza	\$2,000
Tarrant Dance	Sleeping Beauty	\$2,000
Wellington Buddhist Centre	Three Poets community event	\$355
Experience Wellington - Capital E	Wellington Maker Faire	\$3,000
Wellington Treasure Trust	Litcrawl- events at City Gallery	\$900
Te Whanawhana Trust	IGLA	\$13,500
Little Yellow Bird	Sustainable Fashion Show	\$900
SGCNZ National University of Otago	Sheilah Winn Shakespeare Festival 2019	\$7,500
NZ Choral Federation, Wellington Region	BIG SING Regionals	\$7,500
TOTAL		\$259,930

Discretionary Grant Fund – 2018/19 Allocations

Organisation Name	Support For	Amount Granted
Changemakers Resettlement Forum Inc	Refugee photography project	\$5,000
Ethiopian Community In Wellington Inc	Ethiopian Child and Youth Soccer Group	\$960
Holocaust Centre of New Zealand	Te Reo translation and publication of the Diary of Anne Frank	\$19,000
Holocaust Centre of New Zealand	Anne Frank Travelling Exhibition	\$6,000
Libertine Pictures Ltd	Support for Daffodils launch event	\$5,000
Storybox Limited	Mana Moana	\$7,500
The New Zealand Portrait Gallery Trust	Katherine Mansfield, a Portrait.	\$8,000
The Wellington Boys' and Girls' Institute	Te Whiti Artwork- workshops with young people and communities in Wellington	\$4,000
Tiwhanawhana Trust	ILGA World Conference Host Programme	\$12,500
Touch Compass Dance Trust Board	On Display	\$2,000
Victoria University of Wellington Students' Association	Sex in The Hub- at Victoria and Massey Universities	\$1,000
Wellington Regional Orchestra Foundation Inc	Arohanui Strings - term 1- 2019	\$6,800
Wellington Volunteer Coastguard Inc T/A Coastguard Wellington	Coastguard Wellington 50th Anniversary	\$2,025
TOTAL		\$79,785

City Growth Fund - 2018/19 Approvals & Payments:

Bid Type	Organisation	Initiative	Payments \$000
Arts & Culture			
Event	WCC	WW1 Commemorations	111
Event	WRST (via WellingtonNZ)	Eminem Stadium concert	100
Event	NZ Festival (via WellingtonNZ)	Second Unit	100
Event	Te Papa	Terracotta Warriors Exhibition Underwrite (not used – see below)	50
Event	WIPP	2019 Pride Parade	49
Event	City Gallery (via WellingtonNZ)	Double Feature Eva Rothschild and Semi-Conductor	20
Event	Creative Capital Arts Trust	CubaDupa Festival	20
Initiative	Arcade NZ Live Art Trust (ANZLAT)	2019 Pinkline Project funding	37
Total Arts and Culture			486
Film, Innovation & Tech			
Event	Inspiring Stories	Festival for the Future	50
Event	DocEdge Trust	Doc Edge Film Festival	30
Initiative	CreativeHQ	GovTech Lightning Lab programme	60
Initiative	Miramar Events Trust	Roxy 5 Short Film Competition	33
Initiative	BizDojo	Tech-hub - Collider programme review	20
Partnership	NZX	Support for replacement tickertape signage	98
Total Film, Innovation & Tech			291
Social & Community			
Initiative	Vulnerable Support Charitable Trust	Take Ten Programme	80
Total Social & Community			80
Sport			
Initiative	Team Wellington	FIFA 2018 Club World Cup Loan (repaid – see below)	40
Partnership		Other initiatives	365
Total Sport			405
Tourism and Economic Infrastructure			
Initiative	WCC	Convention & Exhibition Centre	719
Initiative	OEC	Ocean Exploration Centre resource consent support	15
Total Tourism and Economic Infrastructure			734

Total City Growth Fund Approvals 2018/19 1,996

City Growth Fund - 2018/19 Recoveries:

Bid Type	Organisation	Initiative	Payments \$000
Arts & Culture			
Event	Te Papa	Terracotta Warriors Exhibition – Underwrite not called upon	(50)
Film, Tech and Innovation			
Initiative	Enspiral Dev Academy	Full repayment of loan from 2014/15 (including interest of \$6k)	(56)
Initiative	BizDojo	Repayment of Loan from 2015/16 re the Tech Hub establishment on Tory Street	(235)
Sport			
Initiative	Team Wellington	Full repayment of loan for FIFA 2018 Club World Cup was made in March 2019	(40)
Total City Growth Fund Recoveries 2018/19			(381)

City Growth Fund - Approved but Unpaid Commitments at 30 June 2019:

Bid Type	Organisation	Initiative	2019/20 \$000	2020/21 \$000	TOTAL \$000
Arts & Culture					
Event	WCC	WW1 Centenary Commemorations	73	-	73
Partnership	NZ Festival	NZ Festival & St James Support	750	-	750
Film, Innovation & Tech					
Event	Inspiring Stories	Festival for the Future	50	-	50
Event	NZ Institute of IT Professionals	ITx2020 Conference	40	-	40
Event	Doc Edge	Doc Edge Film Festival	30	30	60
Initiative	Miramar Events Trust	Roxy 5 Short Film Competition	33	33	66
Initiative	IDIA	Apopo Maori Creative Tech Hub	40	-	40
Social & Community					
Initiative	City Mission	Support for improved housing program	500	-	500
Sport					
Partnership	Various	Sponsorship agreements	130	30	160
Tourism					
Initiative	OEC	Ocean Exploration Centre resource consent support	119	-	119

Total City Growth Fund Unpaid Commitments at 30 June 2019	1,765	93	1,858
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City Growth Fund – 2018/19 Outcomes Report

Initiative	Description	Outcomes
Arts & Culture		
Matariki	<p>This initiative funded in 2017/18 but was not ready to be reported on in the previous annual report. It is therefore included in this year's outcomes summary.</p> <p>This initiative was to increase the focus on Matariki as annual cultural and civic celebration.</p>	<p>On Friday 29 June 2018, Wellington Waterfront lit up with the region's first major Matariki (Māori New Year) civic celebration, Ahi Kā.</p> <p>Wellington City Council City Events with iwi mana whenua and regional partners presented a magical night of fire and light, food, friends and whanau - built on themes of reflection, renewal and respect for people and place.</p> <p>There was something for everyone - from hāngi, toasted marshmallows, fire on the water, a midwinter bonfire, to the nation's finest Māori performers and storytellers, and a beautiful children's light-based art parade.</p> <p>The waterfront site was chosen as significant for where our land, streams and sea meet historic infrastructure and places of Māori and national cultural and artistic importance.</p> <p>We presented the first Matariki Sky Show after moving the show from November to July. Wellington harbour was famously visited by the southern right whale and in response the Sky Show was presented to Wellingtonians a week after originally scheduled. This attracted excellent positive media attention worldwide.</p>
WW1 Centenary Commemorations	<p>This has been a project spanning five financial years commemorating the Centenary of WWI.</p> <p>There has been a strong program supporting the nationwide fields of remembrance program, the Bells project at the Carillion and concluded in 2018 with the Armistice day commemorations.</p>	<p>The Armistice Day commemorations were the key event held in 2018/19 for this programme.</p> <p>This program of centenary commemoration events have all been well attended and have created a great sense of pride amongst Wellingtonians in remembrance of this important part of New Zealand's history.</p> <p>Some funding remains which will be used to support future WWI and ANZAC Day commemorations.</p>
Stadium concert	This project was in support of the	The Eminem Rapture concert set a

Initiative	Description	Outcomes
	<p>major events funding and the WRST to bring Eminem to Wellington.</p> <p>The visitation from major concerts delivers a large economic benefit to the host city.</p>	<p>new Westpac Stadium crowd attendance record with 46,474 fans in attendance (surpassing Robbie Williams 42,500 attendance in 2001). This is a one-off NZ show.</p> <p>The concert also set the record for the highest attendance from outside the Wellington region with 56% tickets sold to out of region customers (Auckland 17%, Canterbury 11%, Hamilton 6%, rest of NZ 22%).</p> <p>The concert was well received by music fans and showed a strong audience exists in the Wellington market. The media coverage of the event raised Wellington's profile, and a survey sent to 12,000 attendees showed a 9.11/10 rating for overall experience of their attendance at Westpac Stadium with 60% of respondents staying 2 or more nights in Wellington for the event.</p>
<p>Terracotta Warriors Exhibition Underwrite (not called upon)</p>	<p><i>Terracotta Warriors: Guardians of Immortality</i> ran in Te Papa's Toi Art Gallery from 15 December 2018 – 22 April 2019 as an iconic, high quality exhibition and as a major attraction for visitors to Te Papa in the peak tourism season.</p> <p>Council provided an underwrite to Te Papa at the time of commitment to bringing the Terracotta Warriors exhibition to Te Papa to ensure the event went ahead.</p>	<p>The exhibition was a resounding success for Te Papa, Wellington tourism and the exhibition sponsors.</p> <p>Targets were exceeded in all areas with 198,021 visitors being more than double the target of 92,500. Out of region attendance was 64% (target of 53%) including 75,000 from wider NZ and 52,000 from overseas (based on sample survey data). The Te Papa 'Free Day' for city residents only to attend the exhibition was hugely popular with 2,778 visitors queuing to attend all sessions from 10am until the 9pm extended closing time.</p> <p><i>Terracotta Warriors</i> was a critical cultural diplomacy tool in the China-New Zealand Year of Tourism 2019. It offered an accessible and popular platform to encourage a greater understanding of the relationship between our nations and bring insight and knowledge about Chinese culture to Te Papa visitors.</p> <p>This exhibition contributed significantly to Te Papa in the following ways:</p>

Initiative	Description	Outcomes
		<ul style="list-style-type: none"> - lifting the profile of Te Papa’s programming and stature internationally - connecting with new audiences - providing a meeting place for diverse cultures - developing strategic relationships <p>The economic benefit to Wellington from this exhibition is estimated at \$32.5 million but is also being assessed by MBIE.</p> <p>Due to the huge success of this event, the WCC underwrite was not called upon and has been released back into the City Growth Fund. However this demonstrated how the fund could be utilised in a flexible manner to support events with ultimately no cost to Council.</p>
Pride Parade	<p>Following on from the 2018 event celebrating diversity and our LGBTIQ community, this year we provided support again to the Wellington International Pride Parade to build exposure and reputation for this event.</p> <p>The 2019 parade was to be timed to coincide with the ILGA World Conference 2019 (ILGA being the International Lesbian, Gay, Bisexual, Trans and Intersex Association) being hosted for the first time in Wellington which would significantly enhance the experience of both events.</p>	<p>The 2019 parade had originally been scheduled for 16 March 2019 but due to the tragic events of 15 March in Christchurch, the Board announced it would postpone the Parade. On Saturday 11 May, in decidedly cooler weather and in the shadow of Christchurch, the 2019 WIPP was the first major public event in Wellington since the memorial service at the Basin Reserve.</p> <p>It is estimated around 15,000 Wellingtonians came out to show their love and support in a celebration of us, a significant increase on the 2018 event. The 2019 event had 1,900 participants (down from 2,700 in 2018).</p> <p>To increase visibility and buy-in of Pride across the city, other festivities were arranged including a competition to dress shop windows in a Pride theme which together with the painted rainbow at Wellington International Airport and the rainbow flags across the city meant Wellington truly came alive in a swathe of rainbow to support the Pride season.</p>
Cubadupa	Cubadupa is a free to public	The 2019 event faced a unique

Initiative	Description	Outcomes
Festival	<p>award winning street arts festival hosted in the Cuba Street precinct. The two-day event has fast become one of Wellington’s iconic experiences with uniquely commissioned creative works alongside high quality local, national and international acts.</p> <p>The City Growth funding sits alongside support from WRAF and the Major Events Fund and was provided in 2019 as a one-off.</p>	<p>challenge as it closely followed the tragic Christchurch mosque shootings when the country was on high security alert for similar acts of violence. This meant an open immersive street festival was untenable as it presented high security risk.</p> <p>The festival’s original design saw the event spread across seven stages set up outside within the Cuba Street precinct. Over the course of a week the Cubadupa team rearranged 90% of the festival into indoor venues or controllable outdoor spaces, and renames the event CubaDupa OFFSTREET Festival.</p> <p>The Festival was themed ‘Transformation’ and had 200 individual events over 19 hours, with 120 acts in 17 venues. It received a net promoter score of 80 and 86% of the survey respondents rated the event as ‘good’, ‘very good’ or ‘excellent’. Normally an audience of 100,000+ is attracted to the Cuba precinct over two days, however following the Christchurch events it is estimates between 50,000-80,000 people attended over the two days. The audience did however see an increase in out-of-town visitors from 34% in 2017 to 36% in 2019.</p> <p>2019 also saw the introduction of the globelet system reducing the amount of waste the event produced which will carry over to the 2020 event.</p> <p>CubaDupa thanks Wellington’s creative community who opened their doors and supported the last minute rearrangement of the Festival in 2019.</p>
The Performance Arcade – Follow the Pink Line Project	<p>Council has supported the Performance Arcade to extend their annual free live-art event to deliver <i>The Pink Line</i> project.</p> <p>The installation of the Pink Line on Wellington’s waterfront from 7th February – 4th March 2019 is a prototype for further development into the future if successful.</p>	<p>The Pink Line project was an eight-day programme of events spanning two weekends which attracted 59,640 visitors on the Arcade site alone.</p> <p>The event was hugely successful with stunning new artworks such as the <i>Swan</i> – a 10m tall projection of a dancer onto Carter Fountain in Oriental Bay experienced by 33,168 over 12 nights - and performances such as</p>

Initiative	Description	Outcomes
	<p>Follow the Pink Line / Whai Mai te Rārangi Māwhero: a three kilometre long pink line that brought audiences to The Performance Arcade, as well as guided them to various performance experiences in our programme along Wellington Waterfront from the railway station to Oriental Bay.</p>	<p>Lucy Marinkovich's <i>Thursday</i> at Wellington Railway Station, Ufitia Sagapolutele's >/< at NZ Portrait Gallery, or Barbarian Productions' <i>Captain Cook Think Harder</i> along the Waterfront.</p> <p>Other key outcomes achieved are:</p> <ul style="list-style-type: none"> • A new creative and exciting public art installation, further enhancing Wellington's creative reputation. • A powerful promotional tool attracting strong media coverage and primetime television items. • A navigational device for visitors to experience Wellington's galleries, museums, public art works, and performances. • Guest speaker Dame Patsy Reddy (Gov General of NZ) opening the event. • International visitors from UK Arts Council and Bleach Festival (Gold Coast) to the event to research methods of live art presentation. • A Wellington Airport Regional Community Art Award • An Axis Media Award
Film, Innovation & Tech		
<p>Enspiral Development Academy (EDA)</p>	<p>In 2014/15 Council supported the establishment of the Enspiral Dev Academy (EDA), a 'bootcamp' style tech developer code training program to support out tech sector.</p> <p>2018/19 saw the final repayments received of the original \$50,000 loan provided to establish the Academy, together with \$6,000 interest.</p>	<p>Since the establishment of EDA over 530 students have graduated from the program (384 of those in Wellington) from 51 student cohorts (36 of those in Wellington) with an 85% employment rate into the sector.</p> <p>The program is now NZQA-accredited, meaning EDA are officially a PTE (Private Training Establishment) and those studying full-time are able to access student loans to support the cost of the program.</p> <p>The program has worked hard to diversify the student demographic and achieved great results in this space:</p> <ul style="list-style-type: none"> • 17% of grads are Māori, surpassing

Initiative	Description	Outcomes
		<p>population parity of 15% for NZ</p> <ul style="list-style-type: none"> • 2% of grads are Pasifika, compared to 7% of NZ • 37% of grads are Women, compared to 51% of NZ <p>This year closes out Council's relationship with the EDA which has seen an early initiative supported by the City Growth Fund grow into a very successful program for Wellington, and also expand into Auckland.</p>
<p>ITx 2018 Conference</p>	<p>This relates to funding in 2017/18 but the report back was not due at the time of the last annual report so is included here.</p> <p>ITx is a culmination of 12 smaller separate industry events into one large biennial event being held in Wellington for six years focussing on Innovation, Technology and Education.</p> <p>The 2018 event is the second event held in Wellington, with one further event in 2020 as part of the funding agreement.</p>	<p>ITx 2018 saw 734 IT professional attendees at the 3-day conference which included the Excellence in IT Awards being held on the second evening. This is below the target level of 800 delegates intended under the agreement.</p> <p>However 52% of attendees came from outside the Wellington region, well in excess of the 35% of out of town target in the agreement. About a quarter of these travelled from Auckland and a quarter from the South Island. Just under 40 people travelled from overseas.</p> <p>234 companies were represented at ITx2018, with 54% of attendees held a Director or senior management role in their respective organisations, and 39% of all attendees were women.</p> <p>Survey responses show that 87% of attendees were 'extremely satisfied' (50%) or 'satisfied' (37%) with the overall conference.</p>
<p>Festival for the Future (2018 Conference)</p>	<p>This relates to funding in 2017/18 but the report back on this event was not due at the time of the last annual report so is included here.</p> <p>This initiative focussed on bringing this event that had originated in Wellington, but had been held and significantly grown in Auckland for five years, back to Wellington. Festival for the Future is an exciting, innovative and future focussed youth event run</p>	<p>The event was delivered from 27th – 29th July 2018 with a short lead time from event date confirmation and delivery, therefore the success of the 2018 event cannot be underestimated.</p> <p>The Festival attracted 1200 attendees of which 45% were from out of town (from every NZ region), with a 8.7/10 net promoter score the positive feedback around this event was a credit to all involved.</p> <p>Following the success of the 2018</p>

Initiative	Description	Outcomes
	<p>by Inspiring Stories and is growing in reputation.</p>	<p>event and the confidence gained in the event organisers, Council has agreed to increase the support for this event for the final two years of our funding agreement (the 2019 event was 26th – 28th July 2019). This is in recognition of the relevance and alignment of this event to Wellington, and the intention to anchor this in Wellington in the future.</p>
<p>Doc Edge Festival</p>	<p>Doc Edge is the only international documentary film festival in New Zealand.</p> <p>In 2019, the Festival expended to multiple venues across Wellington including the CBD and was held from 13-23 June 2019.</p> <p>In addition to the Film Festival the following associated events were held: Doc Edge Schools, Doc Edge Forum, Doc Edge Exhibition and Doc Edge Goldies.</p>	<p>2019 saw the 14th edition of the Doc Edge Film Festival which was a huge success with audience growth and engagement achieved and very positive feedback received.</p> <p>The total attendance for 2019 was 9,738 across all the events (6,120 in 2018). Festival attendance was 7,302 (4,441 in 2018).</p> <p>Doc Edge introduced a new website, a new format and design of the print programme, increased promotional activities through existing and new partnership including the name association partnership with RNZ, increased programme distribution and reach via Phantom and expending festival events to the CBD area which proved a great success.</p> <p>In addition, Doc Edge ran a pilot of Doc Edge Goldies, a programme which offers free screenings for seniors during the weekdays before 5pm and held the Doc Edge Exhibition, a digital storytelling showcase through AR, VR and interactive projects which was free for the public to attend.</p> <p>This event is not exclusive to Wellington but provides strong opportunities to connect with our Miramar Film sector, attracts international filmmakers to Wellington for the series of events and ensures our film sector is supported and promoted.</p>
<p>Lightning Lab GovtTech (LLGovTech) Program</p>	<p>WCC funded Creative HQ jointly with Greater Wellington Regional Council (GWRC) to support the LLMGovTech program held in</p>	<p>The inaugural LLMGovTech program ran from Aug - Oct 2018 with 12 projects from central, local and international governments teamed with private</p>

Initiative	Description	Outcomes
	<p>Wellington.</p> <p>Originally based on the techstars acceleration model, lightning lab provides the experience, network and support that entrepreneurs and innovators need to develop and validate ideas into sustainable breakthrough innovation. LLGovTech brings together the public and private sector to solve complex problems in new ways.</p> <p>The funding and management of this contract was performed by WellingtonNZ (then WREDA).</p>	<p>sector to help problem solve.</p> <p>The ‘demo day’ took place on 13 Nov 2018 with 385 attendees and was an opportunity to showcase what the 12 teams had been developing over the previous three months. The event connected stakeholders, sponsors, investors, government officials, MP’s, and the local community with the teams. All expressed an interest in the future of GovTech with some parties interested in the potential investment opportunities from taking the projects to the next stage of production.</p> <p>The 2019 LLGovtTech is underway following the success of this first program.</p>
<p>Roxy5 Short Film Competition</p>	<p>This initiative supports Miramar Creative’s involvement with the Roxy 5 Short Film Competition with focus on improving skills in the film sector with school students.</p> <p>Miramar Creative combines with CapitalE, Weta Workshop, NZSO, Roxy Cinema, Weta Digital and Park Road Post Production to deliver this competition, and the prizes for winning teams, to help grow the depth of film-making talent from and in our local communities.</p>	<p>The Roxy5 Short Film competition continues to go from strength to strength. This year a limit of two entries per school was introduced, with support provided to help implement film making competitions within schools so that they were able to select their best one or two films to enter the Roxy-5 competition.</p> <p>This increased wider participation within schools which saw a 25% growth on the prior year with 900 students (720 in 2018) participating across 69 registered teams and 24 films completed. This compared to 60 registered teams and 39 films completed in 2018.</p> <p>Winners of Roxy5 2019 were:</p> <ul style="list-style-type: none"> • Supreme Winner – Wellington Girls College for “Perchance to Dream” • Best Original Score – Samuel Marsden Whitby for “Facing the Music” • Best VFX – Wellington High School for “Graded” • Best Makeup and Costume – Otaki Kuraina ki te Kainga (Otaki Home Schoolers) for “Glued”

Initiative	Description	Outcomes
Collider Program Review	The Collider program contract concluded in June 2018. In 2018/19 we engaged Frost and Sullivan consultants to review the outcomes of the Collider program funding for which was part of the original project approval.	<p>WCC and Wreda jointly engaged Frost and Sullivan to perform a review of the Collider Programme delivered by BizDojo over the three preceding years.</p> <p>The key results of that review were:</p> <ul style="list-style-type: none"> • 473 Collider events were delivered with over 15,000 attendees with a 4.4/5 average rating from participants over the 3-year program • Based on the interview sample from their research, the overall usefulness of the Collider Program was rated 3.4/5. • The highest value for Collider and BizDojo was perceived by three main types of organisations – one-person (or small) service businesses primarily servicing the local market in Wellington; educational and training organisations delivering courses or activities to students in BizDojo; and smaller not-for-profit organisations. Conversely, larger more established organisations (often product-focused) found Collider and BizDojo less valuable. • In general, it was very hard for participants to differentiate specific benefits from the Collider programme from the more general benefits gained from tenancy in BizDojo. • Whilst the networking aspect was generally seen as the most valuable feature of Collider events, in several cases the actual content/knowledge delivered by the event was also seen as important. • Whilst specific measurable outcomes on the start-up and innovation ecosystem in Wellington from Collider and BizDojo cannot be calculated, broader empirical evidence suggests that local connectedness is an important

Initiative	Description	Outcomes
		<p>factor in start-up success</p> <ul style="list-style-type: none"> There is general agreement that there is a gap in the market for the kind of events and support that Collider provided. However, participants generally thought that any future programme needed to be tailored to the individual needs of participants, most likely accompanied by greater selectivity on which organisations could participate. Greater alignment of any future programme with the broader range of start-up and innovation support available in Wellington is also recommended. <p>The report and its findings is being considered by WellingtonNZ and CreativeHQ who have the key relationships with our start-up business community.</p> <p>The repayable grant component of the funding (\$235k) was also fully repaid in 2018/19.</p>
NZX Tickertape Replacement	<p>This initiative was agreed to support the replacement of the previous NZX tickertape sign on the Odlin's building on the waterfront.</p> <p>The original tickertape sign was funded and maintained by Council and have reached the end of its useful life.</p> <p>This sign symbolises Wellington status as home of the NZX and the financial markets and provides a tech savvy approach to showcase this.</p>	<p>The new NZX tickertape sign was officially opened in February 2019 and is much improved technology from the previous sign. It ensures the public and visitors know that Wellington is the home of the NZX and enhances the city's credibility as a place to do business and reputation as a key economic contributor.</p> <p>The sign is also able to be used by Council to convey information regarding events and emergency management to the public (outside of NZX operating hours). This has been a successful and popular additional use of the tickertape sign.</p> <p>This project has reactivated this prominent building on the waterfront.</p>
Sport		
Team Wellington Loan to attend 2018 FIFA Club World Cup	Wellington's football club 'Team Wellington' won the Oceania confederation which qualified them to attend the 2018 FIFA	Team Wellington took part in this tournament, drawing 3-3 with Al-Ain in the first round, but then lost the penalty shoot-out 3-4. Al-Ain then progressed

Initiative	Description	Outcomes
	<p>Club World Cup in United Arab Emirates in December 2018.</p> <p>This initiative provided the Club with a loan to cover the upfront costs of their attendance, to be repaid once the tournament prize money was received (attendance guaranteed a significant payment well in excess of this loan amount).</p>	<p>through the tournament to the final.</p> <p>Whilst Team Wellington did not progress they impressed and created a thrilling opening match enhancing Wellington's reputation as the football capital of Oceania.</p> <p>Defending champions Real Madrid successfully defended their title (their third consecutive title) against Al-Ain in the final.</p> <p>This was a great opportunity for the club to represent Wellington on the world stage at no financial risk to Council. The loan was repaid as agreed as soon as funds from FIFA were received with no net impact overall in 2018/19 to the fund.</p>
<i>Tourism and Economic Infrastructure</i>		
Convention & Exhibition Centre	This project will deliver a much needed convention centre and significant new visitor attraction to the City's visitor attraction infrastructure.	<p>This predominantly represents the interest cost on the land purchase and other costs not able to be capitalised.</p> <p>The project is now well advanced and in detailed design stage with resource consent issued.</p>
Ocean Exploration Centre	This project is in support of the resource consent process for the Ocean Exploration Centre.	The feasibility and consent process is for this project is ongoing.

The following projects have received funding in 2018/19 however the project has not been completed or reports not yet due under the Funding Agreements at the time of writing this report. Outcomes will be reported in the next Committee report:

- Inspiring Stories - Festival for the Future 2019
- City Gallery - Double Feature Eva Rothschild and Semi-Conductor
- NZ Festival - Second Unit
- Vulnerable Support Charitable Trust - Take Ten Programme

TRAFFIC RESOLUTIONS - BUS STOP CHANGES

Purpose

1. This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's transport strategy outcomes of safety, accessibility, efficiency and sustainability.
2. These recommendations are made to improve the Metlink bus network by making a number of bus stops at various sites around the City more accessible, safer for passengers and drivers as well as improving efficiency by enabling better traffic flow for all road users.

Background

3. Public transport is critical to move more people with fewer vehicles, particularly at peak travel times. The bus system needs to be reliable and efficient to provide an effective alternative to private vehicle use and as such, is critical to the ongoing success of moving people around Wellington.
4. More accessible bus stops will provide a better level of customer service and improve the ability of buses to kerb. It will also allow buses to exit stops without endangering pedestrians or hitting kerbside obstructions.
5. Better access to bus stops will contribute to improved journey time reliability and reduce the variability of those journeys. This in turn will contribute to achieving other outcomes like mode shift, increased customer satisfaction, less traffic and reduced emissions.
6. The following bus stop changes are part of a joint programme between GWRC and WCC looking to improve access to existing bus stops. It also looks at implementing new stops and rationalising others to improve safety and customer service outcomes.

Information

7. In mid-July 2018 Greater Wellington launched a new bus network across Wellington City, as well as new bus contracts across the region. Following on from these changes, a number of issues have been highlighted where buses have not been able to safely and effectively access bus stops because of existing site constraints.
8. There are a number of sites where poles, verandahs and parked cars restrict access to the bus stops. This is more prevalent following the introduction of double decker buses
9. The following sites are the first of a number of sites where changes are proposed to bus stops to make them more accessible. The proposed changes will ensure buses can effectively pull up to the kerb and exit the bus stop. It also avoids situations where buses stop in traffic lanes causing unnecessary frustration and delay to general traffic.
10. It is proposed that where possible buses are provided a 9m lead in to a 15m bus box with a 9m lead out. These dimensions are generally in accordance with "Guidelines for public transport, infrastructure and facilities' NZTA and in agreement with Greater Wellington Regional Council. While this may not be possible at all stops it is the preferred standard to ensure buses kerb properly for the convenience of users. Applying this standard also ensures buses can pull into and out of bus stops without unduly encroaching over the adjacent footpath to make tight manoeuvres. Not only does this impact on pedestrians using the footpath and waiting passengers, it also

ensures that the front or back overhang of the bus does not swing into kerbside obstructions.

11. The attached 'Summary Table for Bus Stop Changes' summarises the proposed changes which are detailed in the attached Traffic Resolutions. Whilst there will be net car park losses in some instances, the beneficiaries of these changes include passengers and road users. These beneficiaries are also shown to provide a view of the quantum of benefits which far outweigh the proposed loss of car parking.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the attached amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

Attachments

Attachment 1.	Table of Legal Description	Page 140
Attachment 2.	TR97-19 Bus Stop Alterations	Page 155
Attachment 3.	TR99-19 Rajkot Terrace	Page 184
Attachment 4.	TR101-19 Karori Road	Page 188
Attachment 5.	TR102-19 Murchison Street	Page 195
Attachment 6.	TR104-19 Gipps Street	Page 200
Attachment 7.	TR106-19 Hobart Street	Page 203
Attachment 8.	TR108-19 Coutts street	Page 210
Attachment 9.	Summary Table for Bus Stop Changes	Page 215

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SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in a range of Operating Project budgets Policy and legislative implications.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws. Where possible and where appropriate, the Council's transport hierarchy approach is considered and applied, noting that not all resolutions result in improved outcomes for pedestrians and other active modes.

Risks / legal

None identified

Climate Change impact and considerations

We need to move more people with fewer vehicles in Wellington, especially at peak travel times. We are looking at ways to give buses more priority while making sure walking, cycling and other transport options are not unduly affected. The benefits will include more people using public transport, less traffic and therefore reduced greenhouse gas emissions.

Communications Plan

This work will be covered by the communications plan for the broader Bus Priority programme of work.

Health and Safety Impact considered

Not applicable.

a.	Various, Wellington (TR 97-19) Bus Stop Alterations		
	(a) #6019 – Riddiford Street at Newtown Shops (near 157)		
	Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Riddiford Street	Bus Stop, At all times	East side, commencing 9.5 metres north of its intersection with Wilson Street and extending in a northerly direction following the eastern kerbline for 19 metres.
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Riddiford Street	Bus Stop, At all times	East side commencing 11.5 metres north of its intersection with the prolonged northern kerbline of Wilson Street (x= 1,748,966.039,y= 5,424,973.852) and extending in a northerly direction following the eastern kerb line for a distance of 27 metres. (Metlink bus stop #6019)
	Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Riddiford Street	No Stopping, at all times	East side commencing at its intersection with the prolonged northern kerbline of Wilson Street (x= 1,748,966.039, y= 5,424,973.852) and extending in a northerly direction following the eastern kerb line for a distance of 11.5 metres.
	(b) #6327 – Onepu Road at Coutts Street		
	Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Onepu Road	Bus Stop, At all times	East side, commencing 187.5 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerbline for 19 metres
	Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Onepu Road	No Stopping, at all times	East side, commencing 206.5 metres south of its

			intersection with Rongotai Road and extending in a southerly direction following the eastern kerbline for 7.5 metres
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Onepu Road	Bus Stop, At all times	East side commencing 20 metres north of its intersection with the prolonged northern kerb line of Coutts Street (x= 1,750,293.563, y= 5,424,150.508m) and extending in a northerly direction following the eastern kerb line on Onepu Road for a distance of 15 metres. (Metlink bus stop #6327)
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Onepu Road	No Stopping, at all times	East side commencing 35 metres north of the intersection with the prolonged eastern kerb line of Coutts Street (x= 1,750,293.563, y= 5,424,150.508m) and extending in a northerly direction following the eastern kerb line on Onepu Road for a distance of 9.5 metres.
(c) #6911 – Taranaki St at Frederick Street			
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	Bus Stop, At all times	East side, following the kerbline 20.5 metres south of its intersection with Vivian Street (Grid Coordinates X=2658820.683761 m, Y=5988619.961483 m) and extending in a southerly direction for 29 metres.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	Bus Stop, At all times	East side commencing 20.5 metres south of its intersection with the prolonged southern kerb line Vivian Street (x= 1,748,796.230, y= 5,426,905.609) and

			extending in a southerly direction following the eastern kerb line for a distance of 27 metres. (Metlink bus stop #6911)
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	No Stopping, at all times	East side commencing 47.5 metres south of its intersection with the prolonged southern kerb line Vivian Street (x= 1,748,796.230, y= 5,426,905.609) and extending in a southerly direction following the eastern kerb line for a distance of 7 metres.
(d) #7021 – Constable Street at Owen Street (near 84)			
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Constable Street	Bus Stop, At all times	South side, commencing 29.5 metres west of its intersection with Hiropi Street (Grid coordinates y=1749439.8m, x=5424975.3m), and extending in a westerly direction following the southern kerbline for 24 metres.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Constable Street	Bus Stop, At all times	South side commencing 32.5 metres west of its intersection with the prolonged western kerb line Hiropi Street (x= 1,749,439.8, y= 5,424,975.3) and extending in a westerly direction following the southern kerb for a distance of 15 metres. (Metlink bus stop #7021).
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Constable Street	No Stopping, at all times	South side commencing 29.5 metres west of its intersection with the prolonged western kerb line Hiropi Street (x= 1,749,439.8, y= 5,424,975.3) and extending

			in a westerly direction following the southern kerb for a distance of 3 metres.
	Constable Street	No Stopping, at all times	South side commencing 47.5 metres west of its intersection with the prolonged western kerb line Hiropi Street (x=1,749,439.8, y=5,424,975.3) and extending in a westerly direction following the southern kerb for a distance of 6 metres.
(d) #7080 – Miramar Avenue at Portsmouth Road			
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Miramar Avenue	Bus Stop, At all times	South side, commencing 14 metres west of its intersection with Portsmouth Road and extending in a westerly direction following the southern kerblines for 12 metres.
Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Miramar Avenue	No Stopping, at all times	South side, commencing from its intersection with Portsmouth Road and extending in a westerly direction following the southern kerblines for 10.5 metres.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Miramar Avenue	Bus Stop, At all times	South side commencing 21 metres west of its intersection with the prolonged western kerb line of Portsmouth Road (x=1,751,776.750, y=5,424,668.849) and extending in a westerly direction following the southern kerb line for a distance of 12 metres. (Metlink bus stop #7080)
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Miramar Avenue	No Stopping, at all times	South side commencing at its intersection with the prolonged western kerb line of Portsmouth Road (x=1,751,776.750, y=

			5,424,668.849) and extending in a westerly direction following the southern kerb line for a distance of 21 metres.
(f) #7214 – Pirie Street at Porritt Avenue (near 66)			
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Pirie Street	Bus Stop, At all times	South side, commencing 102.5 metres east of its intersection with Brougham Street and extending in an easterly direction following the southern kerbline for 16 metres.
Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Pirie Street	No Stopping, at all times	South side, commencing 118.5 metres east of its intersection with Brougham Street and extending in an easterly direction following the southern kerbline for 6 metres.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Pirie Street	Bus Stop, At all times	South side commencing 111 metres east of its intersection with the prolonged eastern kerb line of Brougham St (x= 1,749,421.814, y= 5,426,628.445) and extending in an easterly direction following the southern kerb line for a distance of 13 metres. (Metlink bus stop #7214).
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Pirie Street	No Stopping, at all times	South side commencing 104 metres east of its intersection with the prolonged eastern kerb line of Brougham St (x= 1,749,421.814, y= 5,426,628.445) and extending in an easterly direction following the southern kerb line for a distance of 7 metres.
	Pirie Street	No Stopping, at all times	South side commencing

			124 metres east of its intersection with the prolonged eastern kerb line of Brougham St (x= 1,749,421.814, y= 5,426,628.445) and extending in an easterly direction following the southern kerb line for a distance of 3 metres.
(g) #7223 – Kilbirnie Crescent at Childers Terrace			
Remove from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
Column One	Column Two	Column Three	
Kilbirnie Crescent	Bus Stop, At all times	West side, commencing 10.5 metres north of its intersection with Childers Terrace and extending in a northerly direction for 18 metres.	
Remove from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
Column One	Column Two	Column Three	
Kilbirnie Crescent	No Stopping, at all times	West side commencing from its intersection with Childers Terrace and extending in a northerly direction for 11.5 metres.	
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
Column One	Column Two	Column Three	
Kilbirnie Crescent	Bus Stop, At all times	West side commencing 6 metres north of its intersection with the prolonged northern kerb line of Childers Terrace (x= 1,750,158.340, y= 5,424,585.243) and extending in a northerly direction following the western kerb line for a distance of 15 metres. (Metlink bus stop #7223).	
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
Column One	Column Two	Column Three	
Kilbirnie Crescent	No Stopping, at all times	West side commencing at its intersection with the prolonged northern kerb line of Childers Terrace (x= 1,750,158.340, y= 5,424,585.243) and extending in a northerly direction following the western kerb line for a distance of 6 metres.	
Kilbirnie Crescent	No Stopping, at all times	West side commencing 21	

			metres north of its intersection with the prolonged northern kerb line of Childers Terrace (x=1,750,158.340, y=5,424,585.243) and extending in a northerly direction following the western kerb line for a distance of 7 metres.
(h) #7237 – Rotherham Terrace (near 80)			
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Rotherham Terrace	Bus Stop, At all times	South side, commencing 12.5 metres south of its intersection with Darlington Road and extending in a westerly direction following the southern kerbline for 18.5 metres.
Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Rotherham Terrace	No Stopping, at all times	South side, commencing from its intersection with Darlington Road and extending in a westerly direction following the southern kerbline for 12.5 metres.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Rotherham Terrace	Bus Stop, At all times	South side commencing 15 metres west of its intersection with the prolonged western kerb line of Rotherham Terrace (x=1,752,587.792, y=5,424,912.448) and extending in a westerly direction following the southern kerb line for a distance of 13.5 metres. (Metlink bus stop #7237).
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Rotherham Terrace	No Stopping, at all times	South side commencing at its intersection with the prolonged western kerb line of Rotherham Terrace (x=1,752,587.792, y=5,424,912.448) and extending in a westerly direction following the southern kerb line for a

			distance of 15 metres
	Rotherham Terrace	No Stopping, at all times	South side commencing 28.5 metres west of its intersection with the prolonged western kerb line of Rotherham Terrace (x= 1,752,587.792, y= 5,424,912.448) and extending in a westerly direction following the southern kerb line for a distance of 7 metres.
(i) #7327 – Kilbirnie Bus Depot – Onepu Road			
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Onepu Road	Bus Stop, At all times	West side, commencing 65 metres from its intersection with Coutts Street and extending in a southerly direction for 19.5 metres.
Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Onepu Road	No Stopping, at all times	West side, commencing 84.5 metres from its intersection with Coutts Street and extending in a southerly direction for 6.5 metres to its intersection with Cruickshank Street.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Onepu Road	Bus Stop, At all times	West side commencing 72 metres south of its intersection with the prolonged southern kerb line of Coutts Street (x= 1,750,263.211, y= 5,424,144.964) and extending in a southerly direction following the western kerb line for a distance of 15 metres (Metlink bus stop #7327).
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Onepu Road	No Stopping, at all times	West side commencing 65 metres south of its intersection with the prolonged southern kerb line of Coutts Street (x= 1,750,263.211, y= 5,424,144.964) and extending in a southerly

			direction following the western kerb line for a distance of 7 metres
	Onepu Road	No Stopping, at all times	West side commencing 87 metres south of its intersection with the prolonged southern kerb line of Coutts Street (x= 1,750,263.211, y= 5,424,144.964) and extending in a southerly direction following the western kerb line its intersection with Cruickshank Street.
(j) #7910 – Taranaki Street at Courtenay Place (near 72)			
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	Bus Stop, At all times	West side, commencing 44 metres north of its intersection with Ghuznee Street (Grid Coordinates x= 1748860.9 m, y= 5427090.4 m), and extending in a northerly direction following the kerbline for 21 metres.
Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	No Stopping, at all times	West side, commencing 6 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658882.398803 m, Y=5988802.510261 m) and extending in a northerly direction following the kerbline for 32 metres.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	Bus Stop, At all times	West side commencing 42 metres north of its intersection with the prolonged northern kerb line of Ghuznee Street (x= 1,748,860.9, y= 5,427,090.4) and extending in a northerly direction following the western kerb line for a distance of 15 metres (Metlink bus stop #7910).
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three

	Taranaki Street	No Stopping, at all times	West side commencing at its intersection with the prolonged northern kerb line of Ghuznee Street (x=1,748,860.9, y=5,427,090.4) and extending in a northerly direction following the western kerb line for a distance of 42 metres
	Taranaki Street	No Stopping, at all times	West side commencing 57 metres north of its intersection with the prolonged northern kerb line of Ghuznee Street (x=1,748,860.9, y=5,427,090.4) and extending in a northerly direction following the western kerb line for a distance of 7 metres
(k) #7911 – Taranaki Street at Vivian Street			
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	Bus Stop, At all times	West side, commencing 25 metres north of its intersection with Vivian Street (Grid Coordinates X=2658808.38148 m, Y=5988637.350734 m) and extending in a northerly direction following the kerbline for 20 metres.
Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	No Stopping, at all times	West side, commencing 6.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658808.38148 m, Y=5988637.350734 m) and extending in a northerly direction following the kerbline for 18.5 metres.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	Bus Stop, At all times	West side commencing 23 metres north of its intersection with the prolonged northern kerb line of Vivian Street (x=1,748,787.305, y=5,426,924.304) and extending in a northerly direction following the

			western kerb line for a distance of 15 metres (Metlink bus stop #7911).
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	No Stopping, at all times	West side commencing at its intersection with the prolonged northern kerb line of Vivian Street (x= 1,748,787.305, y= 5,426,924.304) and extending in a northerly direction following the western kerb line for a distance of 23 metres
	Taranaki Street	No Stopping, at all times	West side commencing 38 metres north of its intersection with the prolonged northern kerb line of Vivian Street (x= 1,748,787.305, y= 5,426,924.304) and extending in a northerly direction following the western kerb line for a distance of 7 metres
b.	Rajkot Terrace, Broadmeadows (TR 99-19) Reconfigure Bus Stop		
Remove from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Rajkot Terrace	Bus Stop, At all times	TR119-16 Eastern side, commencing 56.5metres south of its intersection with John Sims Drive (Grid coordinates x=1750648.9m, y=5433483.4m), and extending in a southerly direction following the eastern kerbline for 15 metres.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Rajkot Terrace	Bus Stop, At all times	Eastern side of Rajkot Terrace adjacent to #7 Rajkot Terrace. The bus box commences 47m south of the prolonged southern kerb line of John Sims Drive (Grid coordinates x= 1750647.2m, y= 5433482.3m) and extends in a southerly direction following the eastern kerb line on Rajkot Terrace for a distance of 13m.(Metlink bus stop #3814)
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Rajkot Terrace	No Stopping, at all times	Eastern side of Rajkot Terrace adjacent to #7 Rajkot Terrace. The

			no stopping lines commence 42m south of the prolonged southern kerb line of John Sims Drive (Grid coordinates x= 1750647.2m, y= 5433482.3m) and extends in a southerly direction following the eastern kerb line on Rajkot Terrace for a distance of 5m.
	Rajkot Terrace	No Stopping, at all times	Eastern side of Rajkot Terrace adjacent to #7 Rajkot Terrace. The no stopping lines commence 60m south of the prolonged southern kerb line of John Sims Drive (Grid coordinates x= 1750647.2m, y= 5433482.3m) and extends in a southerly direction following the eastern kerb line on Rajkot Terrace for a distance of 9m.
c.	Karori Road, Karori (TR 101-19) Bus Stop Extension/Restricted Parking		
	Add to Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Karori Road	Bus Stop 6.00am – 9.00am Monday – Friday School Term Only	Eastern side of Karori Road adjacent to 411 Karori Road. The bus box commences 67.5m north-east of the prolonged eastern kerb line of South Karori Road (X = 1,744,324.907, Y = 5,427,763.953), and extends in a north-easterly direction following the eastern kerb line on Karori Road for a distance of 15 metres. (Metlink bus stop #5332)
	Karori Road	Bus Stop 6.00am – 9.00am 3.30pm – 5.00pm Monday – Friday School Term Only	Eastern side of Karori Road adjacent to 411 Karori Road. The bus box commences 41m north-east of the prolonged eastern kerb line of South Karori Road (X = 1,744,324.907, Y = 5,427,763.953), and extends in a north-easterly direction following the eastern kerb line on Karori Road for a distance of 26.5 metres. (Metlink bus stop #5332)
d.	Murchison Street, Owhiro Bay (TR 102-19) Relocation of Bus Stop		
	Remove from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Murchison Street	Bus Stop, At all times	Northern side of Murchison Street opposite Domanski Crescent. The bus box commences 370m east of the prolonged northern kerb line of Happy Valley Road (X = 1,747,061.329, Y = 5,422,698.741), and extends in a westerly direction

			following the northern kerb line on Murchison Street for a distance of 15 metres. (Metlink bus stop #7145)
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Murchison Street	Bus Stop, At all times	Northern side of Murchison Street opposite Domanski Crescent. Commencing 364 metres east of the prolonged northern kerb line of Murchison Street at its intersection with Happy Valley Road (X = 1,747,061.329, Y = 5,422,698.741) and extending in a westerly direction following the northern kerb line on Murchison Street for a distance of 15 metres.
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Murchison Street	No Stopping At all times	Northern side of Murchison Street opposite Domanski Crescent. Commencing 355 metres east of the prolonged northern kerb line of Murchison Street at its intersection with Happy Valley Road (X = 1,747,061.329, Y = 5,422,698.741) and extending in a westerly direction following the northern kerb line on Murchison Street for a distance of 9 metres.
	Murchison Street	No Stopping At all times	Northern side of Murchison Street opposite Domanski Crescent. Commencing 379 metres east of the prolonged northern kerb line of Murchison Street at its intersection with Happy Valley Road (X = 1,747,061.329, Y = 5,422,698.741) and extending in an easterly direction following the northern kerb line on Murchison Street for a distance of 9 metres.
e.	Gipps Street, Karori (TR 104-19) Restricted Parking/Bus Stop Removal		
Remove from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Gipps Street	Bus Stop	South side, commencing 273 metres west of its intersection with Duthie Street and extending in a westerly direction following the southern kerblines for 12 metres.
f.	Hobart Street, Miramar (TR 106-19) Relocation of Bus Stop		
Remove from Schedule B (class restricted parking) of the Traffic Resolution Schedule			

Column One	Column Two	Column Three
Hobart Street	Bus Stop, At all times	West side, commencing 34 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction following the western kerbline for 15 metres
Caledonia Street	Bus stop, Monday to Friday, 8:15am-8:45, 2:15pm-4:45pm School Term Only	South side, commencing 20 metres West of the prolonged Western kerbline of Hobart Street (Grid Coordinates X = 1,751,754.69, Y = 5,423,951.51) and extending in a Westerly direction following the southern kerbline of Caledonia Street for a distance of 24m. (Metlink bus stop #7031)
Remove from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
Column One	Column Two	Column Three
Hobart Street	No Stopping, at all times	West side, commencing 28 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction Following the western kerbline for 6 metres.
Hobart Street	No Stopping, at all times	West side, commencing 49 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction Following the western kerbline for 9 metres.
Remove from schedule A (Time Restricted Parking) of the Traffic Resolution Schedule		
Column One	Column Two	Column Three
Hobart Street	P10, at all times	West side, commencing 9 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.7 m, y= 5423950.8 m), and extending in a southerly direction following the western kerbline for 5 metres.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
Column One	Column Two	Column Three
Hobart Street	Bus Stop, At all times	West side, commencing 11.5 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction following the western kerb line for 13.5 metres
Caledonia Street	Bus stop, Monday to	South side, commencing 20 metres

		Friday, 7:30am - 8:30pm, 3:30pm - 4.00pm School Term Only, Parking At Other Times	west of the prolonged Western kerbline of Hobart Street (Grid Coordinates X = 1,751,754.69, Y = 5,423,951.51) and extending in a westerly direction following the southern kerbline of Caledonia Street for a distance of 20m. (Metlink bus stop #7031)
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Hobart Street	No Stopping, at all times	West side, commencing 9 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction following the western kerb line for 2.5 metres
	Hobart Street	No Stopping, at all times	West side, commencing 25 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction following the western kerb line for 9 metres
Add to Schedule A (Time Restricted Parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Caledonia Street	P10	South side, commencing 10.5 metres West of the prolonged Western kerb line of Hobart Street (Grid Coordinates X = 1,751,754.69, Y = 5,423,951.51) and extending in a westerly direction following the southern kerb line of Caledonia Street for a distance of 9.5m.
g.	Coutts Street, Kilbirnie (TR 108-19) Removal of Bus Stop Remove from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Coutts Street	Bus Stop	North side, commencing 21.5 metres west of its intersection with Mamari Street and extending in a westerly direction following the northern kerbline for 12 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference Number: TR 97-19

Location: Bus Stop Alterations, various

Proposal: To amend a number of bus stop at various sites around the City to make the stops more accessible as part of improvements being made to the Metlink bus network.

Background: In mid-July 2018 Greater Wellington launched a new bus network across Wellington City, as well as new bus contracts across the region. Following on from these changes, a number of issues have been highlighted where buses have not been able to safely and effectively access bus stops because of existing site constraints. There are a number of sites where poles, verandahs and parked cars restrict access to the bus stops. This is more prevalent following the introduction of Double Decker buses

The following sites are the first of a number of sites where changes are proposed to bus stops to make them accessible. Council officers have worked with GWRC officers and operators to put in place, at some of the bus stops, temporary measures to give guidance to drivers but the proposed changes are required to ensure buses can effectively pull up to the kerb to pick up and set down passengers safely. Ensuring buses can effectively pull up to the kerb and exit the bus stop also avoids situations where buses stop in traffic lanes causing unnecessary frustration and delay to general traffic.

It is proposed that where possible buses are provided a 9m lead in to a 15m bus box with a 9m lead out. While this may not be possible at all stops it is the preferred standard to ensure buses kerb probably for the convenience of users. Applying this standard also ensures buses can pull into and out of bus stops without unduly encroaching over the adjacent footpath to make tight manoeuvres. Not only does this impact on pedestrian using the footpath and waiting passengers it also ensures that the front or back overhang of the bus does not swing into kerbside obstructions.

At times the desired dimensions will not be achievable and each site will be judged on its merits to determine the optimum configuration to match any site constraints. Proposed changes are described below for each site considered.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**(a) #6019 – Riddiford Street at Newtown Shops (near 157)**

It is proposed to reduce the overall length of the existing bus box and reposition the head of the bus stop back by 2 metres to improve the exit taper from the stop. This is to reduce the chance of the back of the bus hitting the adjacent shop veranda as it swings out of the stop.

(b) #6327 – Onepu Road at Coutts Street

It is proposed to reduce the overall length of the existing bus box to 15 metres. This will allow the head of the bus stop to be relocated Northward to ensure the bus has a longer exit taper to minimise the chance that a bus will hit the adjacent protruding shop veranda.

(c) #6911 – Taranaki St at Frederick Street

It is proposed to reduce the overall length of the existing bus box and reposition the head of the bus stop back by 2 metres. This is to reduce the chance of a bus entering or leaving the stop hitting the adjacent kerb side power pole.

(d) #7021 – Constable Street at Owen Street (near 84)

It is proposed to reduce the overall length of the existing bus box and reposition the head of the bus stop back by 6 metres. This will give better guidance to the driver as to where to stop. It will also provide an improved exit taper reducing the chance of a bus leaving the stop hitting the adjacent kerb side power pole.

(e) #7080 – Miramar Avenue at Portsmouth Road

It is proposed to reposition the head of the bus stop forward by 6 metres so that it aligns with the bus shelter. It will also avoid the bus stopping unnecessarily across an adjacent driveway. This change is only minor and will not impact any future decisions around changes being considered for cycling improvements in the area.

(f) #7214 – Pirie Street at Porritt Avenue (near 66)

It is proposed to reduce the overall length of the existing bus box and reposition the head of the bus stop back by 7 metres. This is to reduce the chance of a bus entering or leaving the stop hitting the adjacent kerb side power pole.

(g) #7223 – Kilbirnie Crescent at Childers Terrace

It is proposed to reduce the overall length of the existing bus box and reposition the head of the bus stop back by 7 metres. This is to reduce the chance of a bus entering or leaving the stop hitting the adjacent kerb side power pole.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

(h) #7237 – Rotherham Terrace (near 80)

It is proposed to reduce the overall length of the existing bus box and reposition the head of the bus stop back by 7 metres. This is to reduce the chance of a bus entering the stop hitting the adjacent kerb side power pole.

(i) #7327 – Kilbirnie Bus Depot – Onepu Road

It is proposed to reduce the overall length of the existing bus box and reposition the head of the bus stop back by 7 metres. This allows an adequate exit taper for the bus to exit the stop around car parking at the head of the stop.

(j) #7910 – Taranaki Street at Courtenay Place (near 72)

It is proposed to reduce the overall length of the existing bus box and reposition the head of the bus stop back by 6 metres. This allows an adequate exit taper for the bus to exit the stop around car parking at the head of the stop.

(k) #7911 – Taranaki Street at Vivian Street

It is proposed to reduce the overall length of the existing bus box and reposition the head of the bus stop back by 7 metres. This allows an adequate exit taper for the bus to exit the stop around car parking at the head of the stop.

Key Dates:

Advertisement in the Dominion Post Newspaper	4 July 2019
Feedback period closes.	19 July 2019
If no objections received report sent to City Strategy Committee for approval.	22 August 2019
If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.	

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:****(a) #6019 – Riddiford Street at Newtown Shops (near 157)**Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Riddiford Street	Bus Stop, At all times	East side, commencing 9.5 metres north of its intersection with Wilson Street and extending in a northerly direction following the eastern kerblines for 19 metres.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Riddiford Street	Bus Stop, At all times	East side commencing 11.5 metres north of its intersection with the prolonged northern kerblines of Wilson Street ($x= 1,748,966.039$, $y= 5,424,973.852$) and extending in a northerly direction following the eastern kerb line for a distance of 27 metres. (Metlink bus stop #6019)

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Riddiford Street	No Stopping, at all times	East side commencing at its intersection with the prolonged northern kerblines of Wilson Street ($x= 1,748,966.039$, $y= 5,424,973.852$) and extending in a northerly direction following the eastern kerb line for a distance of 11.5 metres.

(b) #6327 – Onepu Road at Coutts StreetDelete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
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PROPOSED TRAFFIC RESOLUTION

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Me Heke Ki Pōneke

<i>Onepu Road</i>	Bus Stop, At all times	East side, commencing 187.5 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerbline for 19 metres
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Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Onepu Road</i>	No Stopping, at all times	East side, commencing 206.5 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerbline for 7.5 metres

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Onepu Road</i>	Bus Stop, At all times	East side commencing 20 metres north of its intersection with the prolonged northern kerb line of Coutts Street (x= 1,750,293.563, y= 5,424,150.508m) and extending in a northerly direction following the eastern kerb line on Onepu Road for a distance of 15 metres. (Metlink bus stop #6327)

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Onepu Road</i>	No Stopping, at all times	East side commencing 35 metres north of the intersection with the prolonged eastern kerb line of Coutts Street (x= 1,750,293.563, y= 5,424,150.508m) and extending in a northerly direction following the eastern kerb line on Onepu Road for a distance of 9.5 metres.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**(c) #6911 – Taranaki St at Frederick Street**Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Taranaki Street	Bus Stop, At all times	East side, following the kerbline 20.5 metres south of its intersection with Vivian Street (Grid Coordinates X=2658820.683761 m, Y=5988619.961483 m) and extending in a southerly direction for 29 metres.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Taranaki Street	Bus Stop, At all times	East side commencing 20.5 metres south of its intersection with the prolonged southern kerb line Vivian Street (x= 1,748,796.230, y= 5,426,905.609) and extending in a southerly direction following the eastern kerb line for a distance of 27 metres. (Metlink bus stop #6911)

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Taranaki Street	No Stopping, at all times	East side commencing 47.5 metres south of its intersection with the prolonged southern kerb line Vivian Street (x= 1,748,796.230, y= 5,426,905.609) and extending in a southerly direction following the eastern kerb line for a distance of 7 metres.

(d) #7021 – Constable Street at Owen Street (near 84)Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three

PROPOSED TRAFFIC RESOLUTION

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Me Heke Ki Pōneke

Constable Street	Bus Stop, At all times	South side, commencing 29.5 metres west of its intersection with Hiropi Street (Grid coordinates $y=1749439.8m$, $x=5424975.3m$), and extending in a westerly direction following the southern kerbline for 24 metres.
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Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Constable Street	Bus Stop, At all times	South side commencing 32.5 metres west of its intersection with the prolonged western kerb line Hiropi Street ($x= 1,749,439.8$, $y= 5,424,975.3$) and extending in a westerly direction following the southern kerb for a distance of 15 metres. (Metlink bus stop #7021).

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Constable Street	No Stopping, at all times	South side commencing 29.5 metres west of its intersection with the prolonged western kerb line Hiropi Street ($x= 1,749,439.8$, $y= 5,424,975.3$) and extending in a westerly direction following the southern kerb for a distance of 3 metres.
Constable Street	No Stopping, at all times	South side commencing 47.5 metres west of its intersection with the prolonged western kerb line Hiropi Street ($x= 1,749,439.8$, $y= 5,424,975.3$) and extending in a westerly direction following the southern kerb for a distance of 6 metres.

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(d) #7080 – Miramar Avenue at Portsmouth Road

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Miramar Avenue	Bus Stop, At all times	South side, commencing 14 metres west of its intersection with Portsmouth Road and extending in a westerly direction following the southern kerbline for 12 metres.

Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Miramar Avenue	No Stopping, at all times	South side, commencing from its intersection with Portsmouth Road and extending in a westerly direction following the southern kerbline for 10.5 metres.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Miramar Avenue	Bus Stop, At all times	South side commencing 21 metres west of its intersection with the prolonged western kerb line of Portsmouth Road (x= 1,751,776.750, y= 5,424,668.849) and extending in a westerly direction following the southern kerb line for a distance of 12 metres. (Metlink bus stop #7080)

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Miramar Avenue	No Stopping, at all times	South side commencing at its intersection with the prolonged western kerb line of Portsmouth Road (x= 1,751,776.750, y= 5,424,668.849)

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Me Heke Ki Pōneke

and extending in a westerly direction following the southern kerb line for a distance of 21 metres.

(f) #7214 – Pirie Street at Porritt Avenue (near 66)

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Pirie Street	Bus Stop, At all times	South side, commencing 102.5 metres east of its intersection with Brougham Street and extending in an easterly direction following the southern kerbline for 16 metres.

Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Pirie Street	No Stopping, at all times	South side, commencing 118.5 metres east of its intersection with Brougham Street and extending in an easterly direction following the southern kerbline for 6 metres.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Pirie Street	Bus Stop, At all times	South side commencing 111 metres east of its intersection with the prolonged eastern kerb line of Brougham St (x= 1,749,421.814, y= 5,426,628.445) and extending in an easterly direction following the southern kerb line for a distance of 13 metres. (Metlink bus stop #7214).

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Pirie Street	No Stopping, at all	South side commencing 104 metres east



PROPOSED TRAFFIC RESOLUTION

	times	of its intersection with the prolonged eastern kerb line of Brougham St (x= 1,749,421.814, y= 5,426,628.445) and extending in an easterly direction following the southern kerb line for a distance of 7 metres.
Pirie Street	No Stopping, at all times	South side commencing 124 metres east of its intersection with the prolonged eastern kerb line of Brougham St (x= 1,749,421.814, y= 5,426,628.445) and extending in an easterly direction following the southern kerb line for a distance of 3 metres.

(g) #7223 – Kilbirnie Crescent at Childers Terrace

Remove from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Kilbirnie Crescent	Bus Stop, At all times	West side, commencing 10.5 metres north of its intersection with Childers Terrace and extending in a northerly direction for 18 metres.

Remove from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Kilbirnie Crescent	No Stopping, at all times	West side commencing from its intersection with Childers Terrace and extending in a northerly direction for 11.5 metres.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Kilbirnie Crescent	Bus Stop, At all times	West side commencing 6 metres north of its intersection with the prolonged northern kerb line of Childers Terrace

PROPOSED TRAFFIC RESOLUTION

(x= 1,750,158.340, y= 5,424,585.243)
and extending in a northerly direction following the western kerb line for a distance of 15 metres. (Metlink bus stop #7223).

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<i>Kilbirnie Crescent</i>	No Stopping, at all times	West side commencing at its intersection with the prolonged northern kerb line of Childers Terrace (x= 1,750,158.340, y= 5,424,585.243) and extending in a northerly direction following the western kerb line for a distance of 6 metres.
<i>Kilbirnie Crescent</i>	No Stopping, at all times	West side commencing 21 metres north of its intersection with the prolonged northern kerb line of Childers Terrace (x= 1,750,158.340, y= 5,424,585.243) and extending in a northerly direction following the western kerb line for a distance of 7 metres.

(h) #7237 – Rotherham Terrace (near 80)

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<i>Rotherham Terrace</i>	Bus Stop, At all times	South side, commencing 12.5 metres south of its intersection with Darlington Road and extending in a westerly direction following the southern kerblines for 18.5 metres.

Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<i>Rotherham Terrace</i>	No Stopping, at all times	South side, commencing from its intersection with Darlington Road and

PROPOSED TRAFFIC RESOLUTION

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extending in a westerly direction following the southern kerbline for 12.5 metres.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Rotherham Terrace	Bus Stop, At all times	South side commencing 15 metres west of its intersection with the prolonged western kerb line of Rotherham Terrace (x= 1,752,587.792, y= 5,424,912.448) and extending in a westerly direction following the southern kerb line for a distance of 13.5 metres. (Metlink bus stop #7237).

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Rotherham Terrace	No Stopping, at all times	South side commencing at its intersection with the prolonged western kerb line of Rotherham Terrace (x= 1,752,587.792, y= 5,424,912.448) and extending in a westerly direction following the southern kerb line for a distance of 15 metres
Rotherham Terrace	No Stopping, at all times	South side commencing 28.5 metres west of its intersection with the prolonged western kerb line of Rotherham Terrace (x= 1,752,587.792, y= 5,424,912.448) and extending in a westerly direction following the southern kerb line for a distance of 7 metres.

(i) **#7327 – Kilbirnie Bus Depot – Onepu Road**

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
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PROPOSED TRAFFIC RESOLUTION

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<i>Onepu Road</i>	Bus Stop, At all times	West side, commencing 65 metres from its intersection with Coutts Street and extending in a southerly direction for 19.5 metres.
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Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Onepu Road</i>	No Stopping, at all times	West side, commencing 84.5 metres from its intersection with Coutts Street and extending in a southerly direction for 6.5 metres to its intersection with Cruickshank Street.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Onepu Road</i>	Bus Stop, At all times	West side commencing 72 metres south of its intersection with the prolonged southern kerb line of Coutts Street (x= 1,750,263.211, y= 5,424,144.964) and extending in a southerly direction following the western kerb line for a distance of 15 metres (Metlink bus stop #7327).

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Onepu Road</i>	No Stopping, at all times	West side commencing 65 metres south of its intersection with the prolonged southern kerb line of Coutts Street (x= 1,750,263.211, y= 5,424,144.964) and extending in a southerly direction following the western kerb line for a distance of 7 metres

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Onepu Road</i>	No Stopping, at all	West side commencing 87 metres south

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PROPOSED TRAFFIC RESOLUTION

times of its intersection with the prolonged southern kerb line of Coutts Street (x= 1,750,263.211, y= 5,424,144.964) and extending in a southerly direction following the western kerb line its intersection with Cruickshank Street.

(j) #7910 – Taranaki Street at Courtenay Place (near 72)

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Taranaki Street	Bus Stop, At all times	West side, commencing 44 metres north of its intersection with Ghuznee Street (Grid Coordinates x= 1748860.9 m, y= 5427090.4 m), and extending in a northerly direction following the kerbline for 21 metres.

Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Taranaki Street	No Stopping, at all times	West side, commencing 6 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658882.398803 m, Y=5988802.510261 m) and extending in a northerly direction following the kerbline for 32 metres.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Taranaki Street	Bus Stop, At all times	West side commencing 42 metres north of its intersection with the prolonged northern kerb line of Ghuznee Street (x= 1,748,860.9, y= 5,427,090.4) and extending in a northerly direction following the western kerb line for a distance of 15 metres (Metlink bus stop #7910).

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Me Heke Ki Pōneke

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Taranaki Street	No Stopping, at all times	West side commencing at its intersection with the prolonged northern kerb line of Ghuznee Street (x= 1,748,860.9, y= 5,427,090.4) and extending in a northerly direction following the western kerb line for a distance of 42 metres
Taranaki Street	No Stopping, at all times	West side commencing 57 metres north of its intersection with the prolonged northern kerb line of Ghuznee Street (x= 1,748,860.9, y= 5,427,090.4) and extending in a northerly direction following the western kerb line for a distance of 7 metres

(k) #7911 – Taranaki Street at Vivian Street

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Taranaki Street	Bus Stop, At all times	West side, commencing 25 metres north of its intersection with Vivian Street (Grid Coordinates X=2658808.38148 m, Y=5988637.350734 m) and extending in a northerly direction following the kerbline for 20 metres.

Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Taranaki Street	No Stopping, at all times	West side, commencing 6.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658808.38148 m, Y=5988637.350734 m) and extending in a northerly direction following the

PROPOSED TRAFFIC RESOLUTION

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kerbline for 18.5 metres.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Taranaki Street	Bus Stop, At all times	West side commencing 23 metres north of its intersection with the prolonged northern kerb line of Vivian Street (x= 1,748,787.305, y= 5,426,924.304) and extending in a northerly direction following the western kerb line for a distance of 15 metres (Metlink bus stop #7911).

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Taranaki Street	No Stopping, at all times	West side commencing at its intersection with the prolonged northern kerb line of Vivian Street (x= 1,748,787.305, y= 5,426,924.304) and extending in a northerly direction following the western kerb line for a distance of 23 metres
Taranaki Street	No Stopping, at all times	West side commencing 38 metres north of its intersection with the prolonged northern kerb line of Vivian Street (x= 1,748,787.305, y= 5,426,924.304) and extending in a northerly direction following the western kerb line for a distance of 7 metres

PROPOSED TRAFFIC RESOLUTION

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Me Heke Ki Pōneke

Prepared By : Stephen Harte
Approved By : Steve Spence
Date: 07/08/2019

**(Transport and Place Planning
Project Manager)**
(Chief Transport Advisor)


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PROPOSED TRAFFIC RESOLUTION

Attachment 1: (a) Indicative layout Riddiford Street at Newtown Shops (near 157)



Head of bus stop relocated north 2m

metlink 

PROPOSED BUS STOP LAYOUT:
BUS STOP 6019 RIDDIFORD ST
AT NEWTOWN SHOPS

SCALE: 1:200
DRAWN BY: RTMALCOLM
DATE DRAWN: 24/1/2019

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

PROPOSED TRAFFIC RESOLUTION

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Attachment 2: (b) Indicative layout Onepu Road at Coutts Street



PROPOSED TRAFFIC RESOLUTION

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Attachment 3: (c) Indicative layout Taranaki Street at Frederick Street

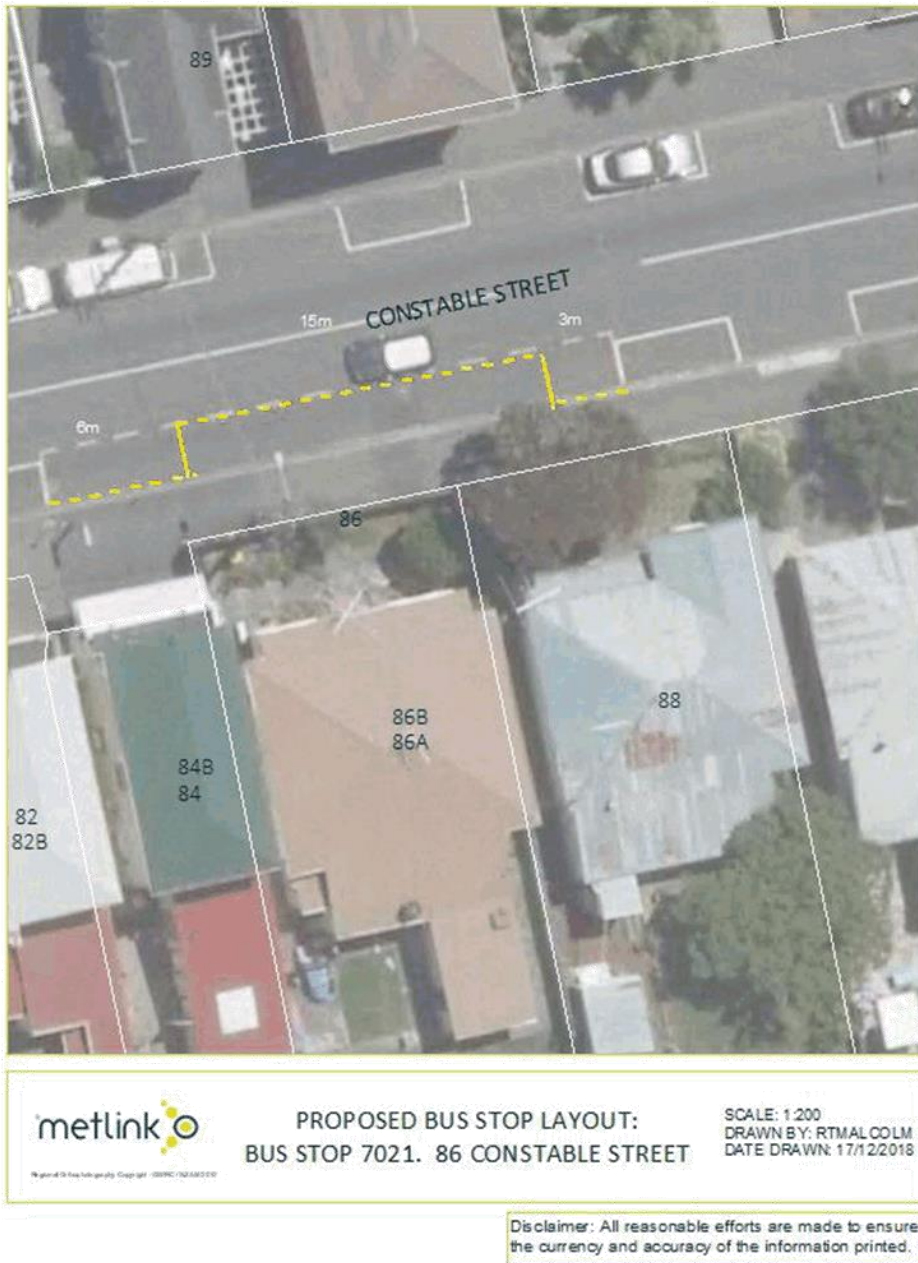


	<p>PROPOSED BUS STOP LAYOUT: BUS STOP 6911 TARANAKI STREET AT FREDERICK ST</p>	<p>SCALE: 1:400 DRAWN BY: RTMALCOLM DATE DRAWN: 23/1/2019</p>
<p><small>Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.</small></p>		

PROPOSED TRAFFIC RESOLUTION

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Attachment 4: (d) Indicative layout Constable Street at Owens Street



PROPOSED TRAFFIC RESOLUTION

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Me Heke Ki Pōneke

Attachment 5: (e) Indicative layout Miramar Avenue at Portsmouth Road



<p>Regional Public Transport Company ©2019 NZTA 2019</p>	<p>PROPOSED BUS STOP LAYOUT: BUS STOP 7080 MIRIMAR AVE AT PORTSMOUTH RD</p>	<p>SCALE: 1:200 DRAWN BY: RTMALCOLM DATE DRAWN: 24/1/2019</p>
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Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

PROPOSED TRAFFIC RESOLUTION

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Me Heke Ki Pōneke

Attachment 6: (f) Indicative layout Pirie Street at Porritt Avenue



PROPOSED TRAFFIC RESOLUTION

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Me Heke Ki Pōneke

Attachment 7: (g) Indicative layout Kilbirnie Crescent at Childers Terrace



 **PROPOSED BUS STOP LAYOUT:**
BUS STOP 7223. 90 KILBIRNIE CRESCENT

SCALE: 1:400
DRAWN BY: RTMAL/COLM
DATE DRAWN: 17/12/2018

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

PROPOSED TRAFFIC RESOLUTION

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Attachment 8: (h) Indicative layout Rotherham Terrace (near 80)



PROPOSED BUS STOP LAYOUT:
BUS STOP 7237.82 ROTHERHAM TERRACE

SCALE: 1:400
DRAWN BY: RTMALCOLM
DATE DRAWN: 17/12/2018

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Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 9: (i) Indicative layout Kilbirnie Bus Depot – Onepu Road



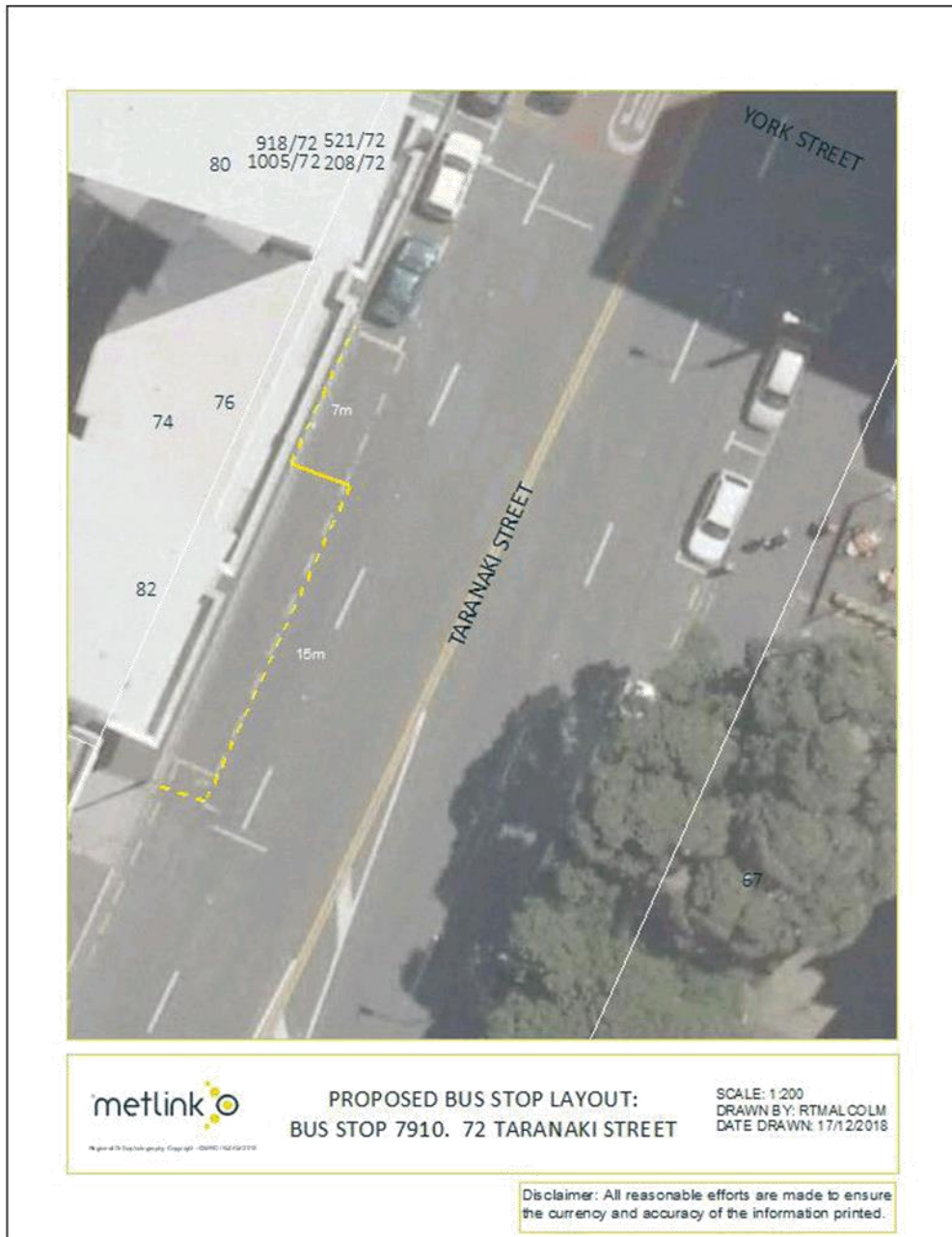
	<p>PROPOSED BUS STOP LAYOUT: BUS STOP 7327. 56 ONEPU ROAD</p>	<p>SCALE: 1:400 DRAWN BY: RTMALCOLM DATE DRAWN: 23/1/2019</p>
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Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 10: (j) Indicative layout Taranaki Street at Courtenay Place (near 72)




PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 11: (k) Indicative layout Taranaki Street at Vivian Street




PROPOSED BUS STOP LAYOUT:
BUS STOP 7911. 138 TARANAKI STREET

SCALE: 1:400
 DRAWN BY: RTMAL/CLM
 DATE DRAWN: 17/12/2018

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Alison Johnston
Suburb: Vogeltown
Agree: No

I wish to see the no 27 bus restored to its former route ie before July 2018. I do not want to travel to Newtown nor do I want to change buses. I want to travel through town to the railway station and back. Otherwise I'll buy another car or use Uber.

Officer's response:

The new Wellington bus network has been designed to meet a growing demand for transport services and is expected to carry more people to more places – every day of the week. It provides more choice about when to travel by providing a greater range of services on weekdays and weekends. Overall there are more designations within easy reach of users. To do this there has had to be changes to the network and it was expected that changes would also be necessary to bus stop layouts. The changes proposed in the report endeavour to improve access to bus stops to ensure the changes made to services work efficiently and that buses can effectively access bus stops and users can safely be picked up and set down at stops.

A review of the effectiveness of changes to services is currently being undertaken by GWRC and will take into consideration community feedback such as suggested by the submitter. Progressing the changes proposed in the report will not affect or be found unnecessary as a result of the review because the stops are on long established routes.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR99-19**Location:** Rajkot Terrace, Broadmeadows**Proposal:** To reconfigure a bus stop on Rajkot Terrace, Broadmeadows as part of improvements being made to the Metlink bus network.**Information:** Greater Wellington Regional Council (GWRC) has received a request from the Onslow Community Association to improve access to bus stop #3814 on Rajkot Terrace. In its current layout, buses are often not able to pull into the stop and be parallel to the kerb because of parked vehicles on one or both sides of the stop. This makes it difficult for passengers to get on and off the bus, and for buses to manoeuvre.

The proposal will result in a net parking loss of one car park (note: there is a currently fire hydrant on the approach to the bus stop which should not be being used for car parking. The bus stop is proposed to make use of this area).

Wellington City and Greater Wellington Officers have reviewed the site and believe that the proposed reconfiguration is a safe and suitable position for a bus stop. The frequency of the service and likely use of the bus stops have been taken into account.

The bus operator supports the reconfiguration of the bus stop.

Key Dates:

- | | |
|---|----------------|
| 1) Advertisement in the Dominion Post Newspaper | 4 July 2019 |
| 2) Feedback period closes. | 19 July 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval | 22 August 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION **Absolutely Positively Wellington City Council**
Me Heke Ki Pōneke

Legal Description:

Remove from Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Rajkot Terrace	Bus Stop, At all times	TR119-16 Eastern side, commencing 56.5metres south of its intersection with John Sims Drive (Grid coordinates x=1750648.9m, y=5433483.4m), and extending in a southerly direction following the eastern kerbline for 15 metres.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Rajkot Terrace	Bus Stop, At all times	Eastern side of Rajkot Terrace adjacent to #7 Rajkot Terrace. The bus box commences 47m south of the prolonged southern kerb line of John Sims Drive (Grid coordinates x= 1750647.2m, y= 5433482.3m) and extends in a southerly direction following the eastern kerb line on Rajkot Terrace for a distance of 13m. (Metlink bus stop #3814)

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Rajkot Terrace	No Stopping, at all times	Eastern side of Rajkot Terrace adjacent to #7 Rajkot Terrace. The no stopping lines commence 42m south of the prolonged southern kerb line of John Sims Drive (Grid coordinates x= 1750647.2m, y= 5433482.3m) and extends in a southerly direction following the eastern kerb line on Rajkot Terrace for a distance of 5m.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Rajkot Terrace

No Stopping, at all times

Eastern side of Rajkot Terrace adjacent to #7 Rajkot Terrace. The no stopping lines commence 60m south of the prolonged southern kerb line of John Sims Drive (Grid coordinates x= 1750647.2m, y= 5433482.3m) and extends in a southerly direction following the eastern kerb line on Rajkot Terrace for a distance of 9m.

Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 07/08/2019

(Principal Transportation Engineer)
(Chief Transport Advisor)

No Feedback received

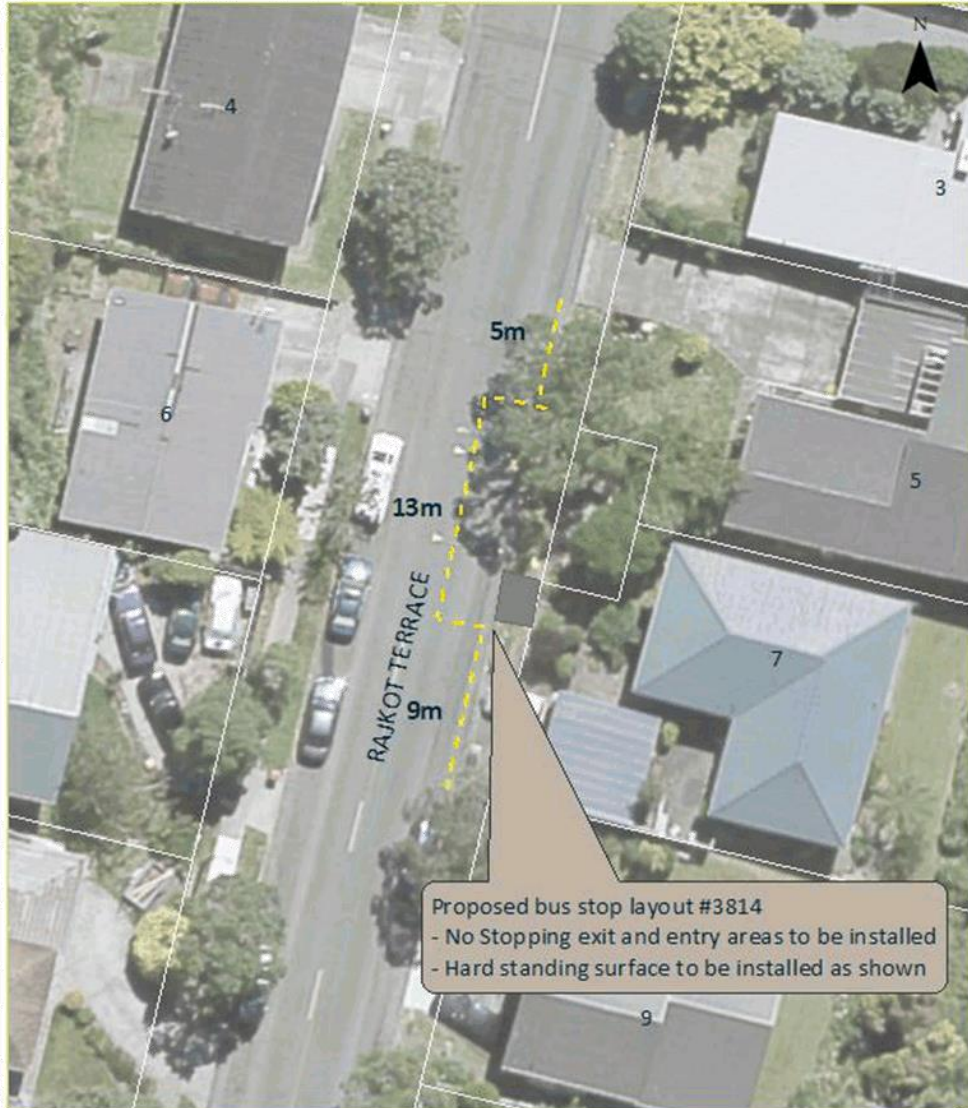
WCC Contact:

Charles Kingsford
Principal Transportation Engineer
Wellington City Council
113 The Terrace/ PO Box 2199,
Wellington 6140
Phone: +64 4 803 8641
Email: Charles.Kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 1: Indicative layout Rajkot Terrace



AMENDED BUS STOP LAYOUT
RAJKOT TERRACE

SCALE: 1:300
DRAWN BY: SMCNEILL
DATE DRAWN: 01/02/2019

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR101-19**Location:** Karori Road, Karori

Proposal: Class Restricted Parking (Bus Stop)

- 06.00am – 09.00am, Monday – Friday, School Term Only
- Create an extension to existing stop #5332, Karori Road

Information: Currently, the bus operator is struggling to ensure all school bus services from Karori Park can begin their trips on time due to the high number of bus services needing to use the stop at the same time.

A new school bus stop was requested by the bus operator; however, Wellington City Council (WCC) Officers have worked with Greater Wellington Regional Council (GWRC) Officers and agreed on a proposal to extend an existing bus stop on Karori Road. The bus operator supports this proposal.

The bus stop extension is proposed to be in effect during the morning peak period only, in order to support Metlink school bus services to begin their trip on time. The bus stop is created as a layover and will not pick up students. The operation is for short periods of time in the 6am – 9am time period.

At the consultation, it was proposed to extend the stop by a further 20 metres during the hours of 6am-9am, Monday to Friday, during the school term only.

This proposal would result in a net parking loss of 3 parking spaces during this time period.

GWRC will manage the installation of infrastructure at the new location in consultation with WCC.

Traffic Safety Assessment

WCC officers and GWRC officers have reviewed the site and believe that the proposed location is the safest and most suitable position for the bus stop extension. The frequency of the service and use of the bus stop have been taken into account.

Consultation

WCC are the owners of the road and road reserve.

GWRC consulted with local residents in the vicinity of the proposed bus stop extension. A consultation letter was hand-delivered to seven properties on 12 Apr 2019. The consultation period was open until 29 Apr 2019, a total of 18 days.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Three responses were received:

- In Favour: 1
- Against: 2

Two of the responses were accepting of the proposed bus stop extension, on the condition of the installation of a traffic mirror across from their property, in order to safely exit their driveway onto the busy road. However it is noted that it is not WCC's policy to install mirrors.

The third response had similar safety concerns for exiting their driveway, and also had additional concerns regarding safety of students and noise pollution from the buses being closer to their property.

It is important to note that while the resident was concerned that there would be many more students waiting in closer proximity to driveways as a result of the proposed extension, therefore endangering the students, this bus stop is a lay-over stop, and no students will be waiting to board at this stop.

Post Consultation

WCC Officers have reviewed the context of the bus stop in relation the driveway on the northern side, and to assist manoeuvring to and from the driveway are recommending the bus stop is reduced from 20 metres to 15 metres. GWRC agree with this amendment. The proposal is shown on Attachment 2 – Post Consultation Plan.

Although the proposal will result in the loss of 2-3 parking spaces the benefits to improve public transport facilities is considered to outweigh this loss.

Key Dates:

- | | |
|---|----------------|
| 1) Advertisement in the Dominion Post Newspaper | 4 July 2019 |
| 2) Feedback period closes. | 19 July 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 22 August 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Karori Road	Bus Stop 6.00am – 9.00am	Eastern side of Karori Road adjacent to 411 Karori Road. The

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	Monday – Friday School Term Only	bus box commences 67.5m north-east of the prolonged eastern kerb line of South Karori Road (X = 1,744,324.907, Y = 5,427,763.953), and extends in a north-easterly direction following the eastern kerb line on Karori Road for a distance of 15 metres. (Metlink bus stop #5332)
Karori Road	Bus Stop 6.00am – 9.00am 3.30pm – 5.00pm Monday – Friday School Term Only	Eastern side of Karori Road adjacent to 411 Karori Road. The bus box commences 41m north-east of the prolonged eastern kerb line of South Karori Road (X = 1,744,324.907, Y = 5,427,763.953), and extends in a north-easterly direction following the eastern kerb line on Karori Road for a distance of 26.5 metres. (Metlink bus stop #5332)

Prepared By: Charles Kingsford **(Principal Transportation Engineer)**
Approved By: Steve Spence **(Chief Transport Advisor)**
Date: 07/08/2019

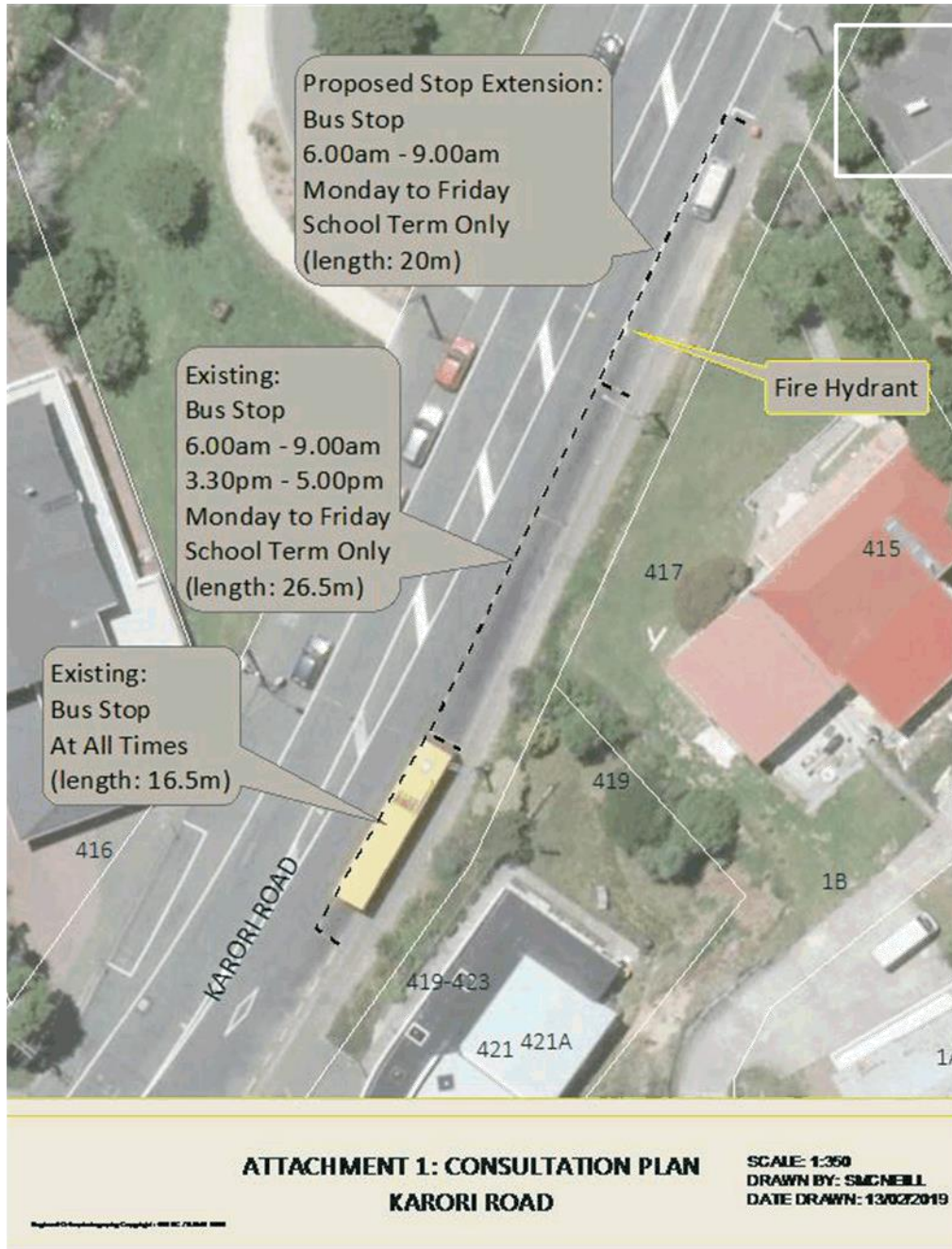
WCC Contact:

 Charles Kingsford
Principal Transportation Engineer
 Wellington City Council
 113 The Terrace/ PO Box 2199,
 Wellington 6140
 Phone: +64 4 803 8641
 Email: Charles.Kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 1: Indicative layout Karori Road - Consultation Plan



PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 2: Indicative layout Karori Road - Post Consultation Plan



ATTACHMENT 2: POST CONSULTATION PLAN
KARORI ROAD

SCALE: 1:350
DRAWN BY: SMCNEILL
DATE DRAWN: 13/02/2019

Registered Office: Wellington City Council, 100 Mairangi Drive, Wellington 6140

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jane Campbell
Suburb: Karori
Agree: Yes

I only agree to the bus stop extension on one condition that there is a electric connection for all the buses at this stop so drivers have heating in the cold months so that their noisy engines are not left running while they wait for their departure time. Residents in that area should not have to contend with the constant rumble or smell of buses as they regularly have to do

Name: Peter and Trish Amos
Suburb: Karori
Agree: No

We received a letter report from you (see attached) advising your assessment of feedback on the proposed bus stop changes at the Karori Park terminus. In our submission we took a reasonable view of the request to accommodate buses at peak times, suggesting a low cost mitigating measure, yet your report advises simply that it is not Council policy so Council will ignore our concerns. We find this a poor response. Council is driving change to bus parking on the busiest street in Karori in a way that will significantly increase our safety risk and yet you are not interested in working with us to mitigate the increased risk.

Our original submission was one of those simply requesting a mirror to improve road safety and reduce the risk of serious road crash when buses are present. The safety issue is a genuine concern for us. We have already experienced buses parked in the car parking spaces in the morning and blocking our sight lines for a safe exit. The proposed change will make that a daily occurrence and increase our risk of a serious crash significantly. We thought we had offered a quite reasonable, low cost and practical measure to mitigate the increased safety risk. We think the Council report is a poor response. You could have engaged with us to find a solution rather than dismissing our comments with a vague policy reference. The risk of serious accidents will increase simply because the presence of buses will be every day, not occasionally. You have increased the risks for us and done nothing to mitigate them. Saying it is not Council policy to install mirrors when Council is imposing increased safety risks on ratepayers is not an appropriate response. Therefore we object to the report that you have sent to us.

Please contact us to discuss ways Council can mitigate safety risk if this is to go ahead. We have copied this email to local councillors so that they are aware of local concerns.

Officers Response:

To address the concerns raised, WCC Officers have reviewed the context of the bus stop in relation the driveway on the northern side, and to assist visibility and manoeuvring to and from the driveway are recommending the bus stop is reduced from 20 metres to 15 metres. This will provide an improved sightline to traffic approaching from the south and improved safety in the exit manoeuvre .GWRC agree with this amendment. The proposal is shown on Attachment 2 – Post Consultation Plan.

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

As stated earlier in the Consultation section, Council's policy does not permit the installation of roadside mirrors; however, there is an opportunity for an owner of a property to seek further advice and information on this matter and we would be happy to assist. It is noted that a mirror installed, at the owners expense, to assist with sightlines when exiting a driveway can be difficult to correctly position and to correctly align and requires expert advice from the mirror manufacturer.

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR102-19

Location: Murchison Street, Owhiro Bay

Proposal: To relocate a bus stop on Murchison Street, Owhiro Bay as part of improvements being made to the Metlink bus network.

Information: Greater Wellington Regional Council (GWRC) has received a request from a member of the public to improve access to bus stop #7145 on Murchison Street, opposite Domanski Crescent. In its current location, buses are stopping on a corner and against a small cliff. This makes it difficult for passengers to get on and off the bus, and compromises safety with a bus stopped on a corner.

The proposal is to relocate the bus stop 30m up Murchison Street, away from the corner and adjacent to an area with a wider berm where a hard standing surface will be installed.

The proposed bus stop location is not regularly used for car parking.

Wellington City and Greater Wellington Officers have reviewed the site and believe that the proposed relocation is a safe and suitable position for a bus stop. The frequency of the service and likely use of the bus stops have been taken into account.

The bus operator supports the relocation of the bus stop.

Key Dates:

- | | |
|---|----------------|
| 1) Advertisement in the Dominion Post Newspaper | 4 July 2019 |
| 2) Feedback period closes. | 19 July 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval | 22 August 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:**

Remove from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<i>Murchison Street</i>	Bus Stop, At all times	Northern side of Murchison Street opposite Domanski Crescent. The bus box commences 370m east of the prolonged northern kerb line of Happy Valley Road (X = 1,747,061.329, Y = 5,422,698.741), and extends in a westerly direction following the northern kerb line on Murchison Street for a distance of 15 metres. (Metlink bus stop #7145)

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<i>Murchison Street</i>	Bus Stop, At all times	Northern side of Murchison Street opposite Domanski Crescent. Commencing 364 metres east of the prolonged northern kerb line of Murchison Street at its intersection with Happy Valley Road (X = 1,747,061.329, Y = 5,422,698.741) and extending in a westerly direction following the northern kerb line on Murchison Street for a distance of 15 metres.

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<i>Murchison Street</i>	No Stopping At all times	Northern side of Murchison Street opposite Domanski Crescent. Commencing 355 metres east of the prolonged northern kerb line of Murchison Street at its intersection with Happy Valley Road (X = 1,747,061.329, Y =

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Murchison Street

No Stopping
At all times

5,422,698.741) and extending in a westerly direction following the northern kerb line on Murchison Street for a distance of 9 metres. Northern side of Murchison Street opposite Domanski Crescent. Commencing 379 metres east of the prolonged northern kerb line of Murchison Street at its intersection with Happy Valley Road (X = 1,747,061.329, Y = 5,422,698.741) and extending in an easterly direction following the northern kerb line on Murchison Street for a distance of 9 metres.

Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 07/08/2019

(Principal Transportation Engineer)
(Chief Transport Advisor)


WCC Contact:

Charles Kingsford
Principal Transportation Engineer
Wellington City Council
113 The Terrace/ PO Box 2199,
Wellington 6140
Phone: +64 4 803 8641
Email: Charles.Kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 1: Indicative layout Murchison Street



metlink 

**PROPOSED BUS STOP LAYOUT:
MURCHISON ST OPP DOMANSKI CR**

SCALE: 1:550
DRAWN BY: SMCNEILL
DATE DRAWN: 27/02/2019

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Matt Kyne
Suburb: Island Bay
Agree: Yes

I agree with the proposal but recommend that the hard surface extends the full length of the stop as passengers also exit the bus here.
Thanks

Officers Response:

Thank you for your feedback. As requested, we will extend the hard surface to the full length of the bus stop.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR104-19**Location:** Gipps Street, Karori**Proposal:** Class Restricted Parking (Bus Stop)

- Remove Bus Stop #5306 (Gipps Street at Donald Street)

Information: This Bus stop is served by only one night-service – the route N3 (a night bus on Friday and Saturday nights) and has had no patronage recorded at the stop since July 2018. It is therefore recommended by GWRC Officers to remove this stop.

The removal of this space for bus stop will free up kerbside parking

Key Dates:

- | | |
|---|----------------|
| 1) Advertisement in the Dominion Post Newspaper | 4 July 2019 |
| 2) Feedback period closes. | 19 July 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 22 August 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Remove from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Gipps Street	Bus Stop	South side, commencing 273 metres west of its intersection with Duthie Street and extending in a westerly direction following the southern kerbline for 12 metres.

Prepared By: Charles Kingsford (Principal Transportation Engineer)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 07/08/2019

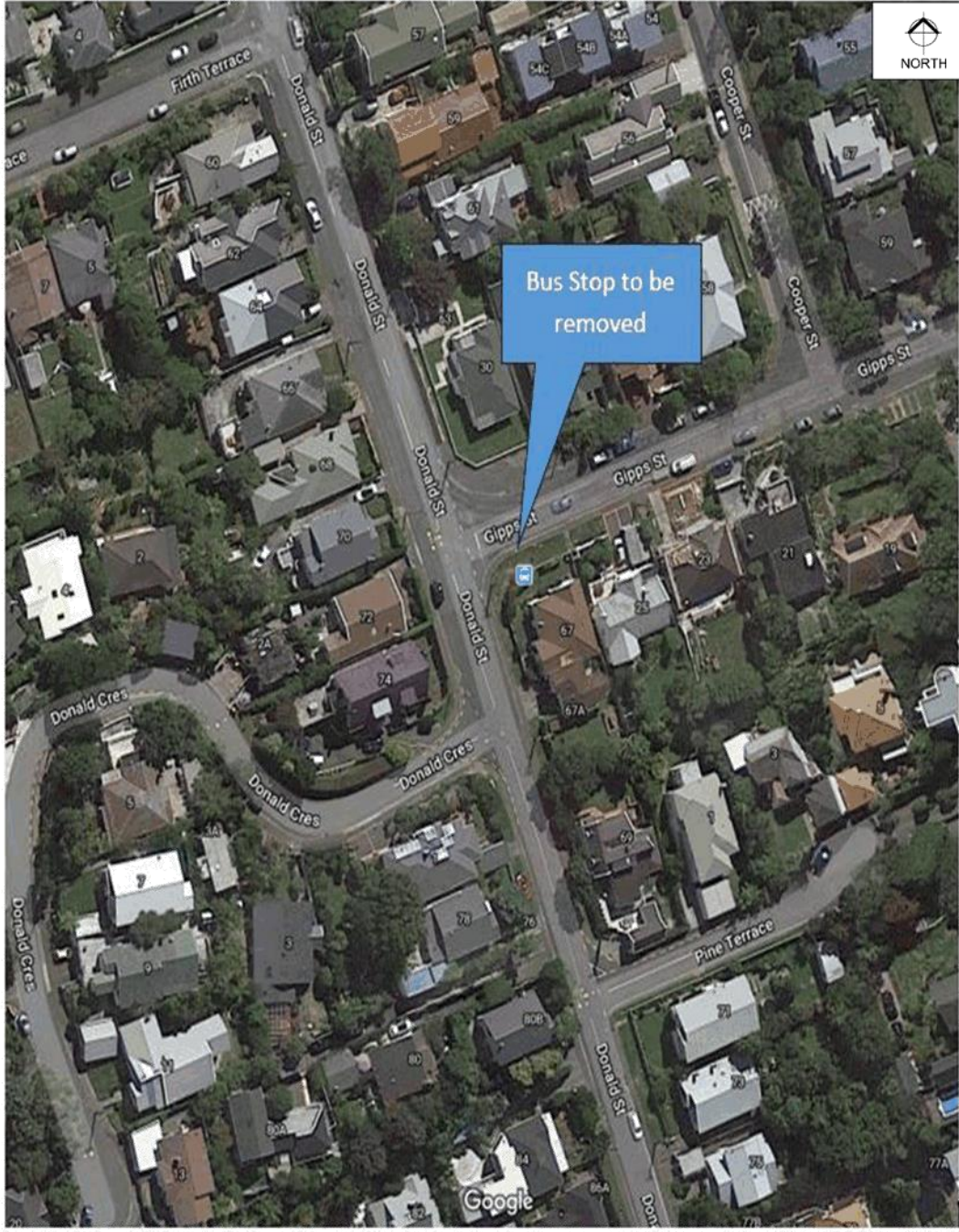
No feedback received

WCC Contact:

Charles Kingsford
Principal Transportation Engineer
Wellington City Council
113 The Terrace/ PO Box 2199,
Wellington 6140
Phone: +64 4 803 8641
Email: Charles.Kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR106-19
- Location:** Hobart Street, Miramar
- Proposal:** Class Restricted Parking (Bus stop, at all times)
- Relocate Bus Stop #7086 on Hobart Street at Caledonia Street

Information: **Background**

Recent changes to the bus routes on the Miramar Peninsula involved all routes on the Peninsula now travelling via the new Miramar Shops bus hub. One result of these changes is two new bus stops on Hobart Street.

One of these stops - #7086, Hobart Street at Caledonia Street, has received a number of requests for a bus shelter, and as part of Greater Wellington Regional Council's (GWRC) bus shelter prioritisation process, it is agreed that a shelter would be beneficial at this bus stop. However, due to the presence of a native Pohutukawa tree, GWRC is unable to install a shelter at the current stop location due to the potential damage it would cause to the tree roots.

As an alternative solution, it is proposed to relocate the bus stop 22.5 metres north of the current location, to outside 63 Hobart Street. At this location, passengers would be able to await their bus under the shelter of the building canopy.

The proposed change would result in a loss of 1xP10 parking space. In order to account for this loss, we are proposing to change the current unlimited parking space around the corner on Caledonia Street to 1-2 P10 parking spaces. A detailed site plan is attached below.

Traffic Safety Assessment

WCC officers and GWRC officers have reviewed the site and believe that the proposed relocation is a safe and suitable position for a bus stop. The frequency of the service and use of the bus stop have been taken into account, when making this assessment.

Consultation

WCC are the owners of the road and road reserve.

Feedback was requested from 13 local businesses and residents and has been overall very positive regarding the proposed change. Four responses were received:

- In favour: 3
- Opposed: 1

The feedback in opposition indicated their concern regarding pedestrian safety at the intersection, and traffic flow given the width of the road and the median island at that junction.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Key Dates:**

- | | |
|---|----------------|
| 1) Advertisement in the Dominion Post Newspaper | 4 July 2019 |
| 2) Feedback period closes. | 19 July 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval | 22 August 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Remove from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Hobart Street	Bus Stop, At all times	West side, commencing 34 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction following the western kerbline for 15 metres
Caledonia Street	Bus stop, Monday to Friday, 8:15am-8:45, 2:15pm-4:45pm School Term Only	South side, commencing 20 metres West of the prolonged Western kerbline of Hobart Street (Grid Coordinates X = 1,751,754.69, Y = 5,423,951.51) and extending in a Westerly direction following the southern kerbline of Caledonia Street for a distance of 24m. (Metlink bus stop #7031)

Remove from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Hobart Street	No Stopping, at all times	West side, commencing 28 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction Following the western kerbline for 6 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Hobart Street	No Stopping, at all times	West side, commencing 49 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction following the western kerbline for 9 metres.
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Remove from schedule A (Time Restricted Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Hobart Street	P10, at all times	West side, commencing 9 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.7 m, y= 5423950.8 m), and extending in a southerly direction following the western kerbline for 5 metres.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Hobart Street	Bus Stop, At all times	West side, commencing 11.5 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction following the western kerb line for 13.5 metres
Caledonia Street	Bus stop, Monday to Friday, 7:30am - 8:30pm, 3:30pm - 4.00pm School Term Only, Parking At Other Times	South side, commencing 20 metres west of the prolonged Western kerbline of Hobart Street (Grid Coordinates X = 1,751,754.69, Y = 5,423,951.51) and extending in a westerly direction following the southern kerbline of Caledonia Street for a distance of 20m. (Metlink bus stop #7031)

PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Hobart Street</i>	No Stopping, at all times	West side, commencing 9 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction following the western kerb line for 2.5 metres
<i>Hobart Street</i>	No Stopping, at all times	West side, commencing 25 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction following the western kerb line for 9 metres

Add to Schedule A (Time Restricted Parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Caledonia Street</i>	P10	South side, commencing 10.5 metres West of the prolonged Western kerb line of Hobart Street (Grid Coordinates X = 1,751,754.69, Y = 5,423,951.51) and extending in a westerly direction following the southern kerb line of Caledonia Street for a distance of 9.5m.

Prepared By:	Charles Kingsford	(Principal Transportation Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	07/08/2019	

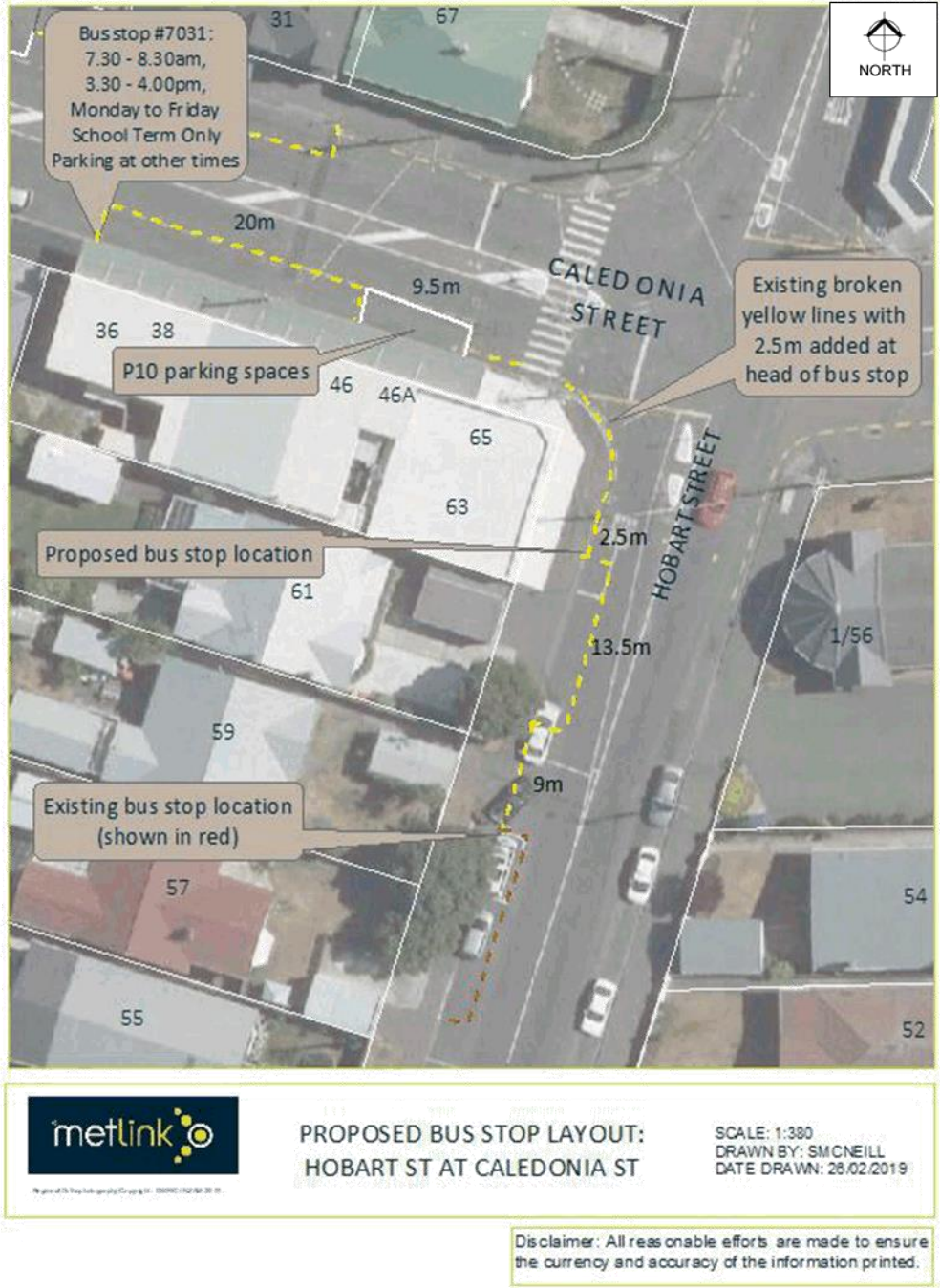
WCC Contact:

Charles Kingsford
Principal Transportation Engineer
 Wellington City Council
 113 The Terrace/ PO Box 2199,
 Wellington 6140
 Phone: +64 4 803 8641
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 1: Indicative Layout Hobart & Caledonia Street



FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Fraser Shaw
Suburb: Miramar
Agree: No

After originally proposing to locate the bus stop at 63 Hobart St in 2016 (TR123-16), the council subsequently decided to move it to its current location after committing to finding a 'more suitable location'. I received the below email from Lindsey Hill, Project Coordinator, Network Operations, WCC on 8 September 2016:

"Dear Fraser,

Thank you for your submission on TR123-16 Hobart Street – New Bus Stop.

GWRC/WCC have agreed not to go ahead with the 'inbound' stop on Hobart Street and to work with residents to find a better location."

What were the concerns raised at this time that resulted in the relocating of the bus stop to its current location rather than 63 Hobart St? Have those concerns been mitigated, and if so, how? Can Council confirm that when a bus is parked at the stop whether there will be enough room for traffic to pass between the bus and median strip? If not, I see this as a serious issue, with drivers getting stuck behind the bus, becoming frustrated and potentially engaging in dangerous manoeuvres to pass the bus. If there is enough room for cars to pass the stationary bus, then I still see that there is a danger of pedestrians (including children who have visited the dairy) crossing the road in front of the bus into the path of cars passing the bus.

Often the best advice is from those who actually have practical knowledge of the environment E.g. those that live there or regularly use it. I have talked to bus drivers who still believe there are safety concerns about having the bus stop so close to this busy intersection.

I don't see how the concern of shelter justifies moving the bus stop to the proposed location. I've constantly observed that in bad weather, passengers simply shelter under the veranda of the shop at 63 Hobart St, then move to the stop when they see the bus approaching.

I previously suggested moving the stop slightly south to 55 Hobart Street where there is no Pohutakawa tree on the verge. I again ask Council to reconsider this proposal and find a more suitable solution.

Officers Response:

Officers can confirm that when a bus is parked at the proposed new bus stop location there will be adequate lane width (3.1m) for a car to pass a stationary bus. The road width at the head of the proposed bus stop is measured to be 5.6m. If an operational concern arises, the length of the median island could be reduced in length up to 2-3 metres providing a slightly wider travel path for a vehicle passing a stationary bus. With the 9m lead in, provided by the proposed no-stopping restriction, there is no reason why the bus cannot pull in close to the kerb. Current observations indicate that cars are generally travelling well clear of vehicles parked in the P10 parking space. The sightline to pedestrians will be assisted by the addition of an extra length (2.5m) no stopping in front of the proposed bus stop and this will improve visibility to pedestrians crossing the road from the left. It is also noted that Hobart Street is controlled by a STOP so vehicles are duty bound to come to a complete stop at the intersection. This assists safety for all users at the intersection.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

GWRC has a preference for the bus stop to be located outside 63 Hobart Street as it is closer to the corner of Caledonia/Devonshire therefore providing better access to the bus stop. Additionally, the use of the shop canopy provides better value for the ratepayers as there are no up-front capital costs to install a shelter or ongoing costs to clean/maintain the shelter.

Name: Darren Morgan
Suburb: Miramar
Agree: Yes

However the 24 hour parking MUST stay and be Policed.
It appears the WCC Parking staff are active in the weekends but even during the day many people park on the yellow lines or in illegal parks as they are never caught.
If parking is reinstated where the YELLOW markings are currently can there be yellow markings from both curb ends and the parking area is clearly marked in white and the 24 hour sign be prominent.

Name: David Williams
Suburb: Miramar
Agree: Yes

The proposed change to move the bus stop to its new position is welcomed and fully supported. Having watched bus passengers (ranging from school children and commuters, to the elderly) at this major passenger collection point standing exposed in the rain and wind or having to run to the bus stop while seeking shelter under the building canopy during the last year has been disheartening.

The loss of one 5 minute parking spot will be no impediment to customers parking around the corner on Caledonia Street.

Some thought should also be given to the size of the median island at the intersection to allow vehicles to pass by buses at the stop.

Name: June Stewart on behalf of Miramar Uniting Church
Suburb: Miramar
Agree: Yes

Having some shelter at this bus stop will make a big difference for the people having to wait in the wind (especially southerly), rain and cold at the current stop. One disadvantage I can see is that the bus will fill up a lot of the space between the median island and the kerb, hence traffic could build up behind it while people board the bus. However, shelter from the rain will far outweigh any inconvenience caused to the traffic.

Electronic board - there is currently no board at this stop whereas people were used to having one at the old stop in Caledonia St. The old board has been removed only in recent weeks and I would like to request that it gets reinstated at the new stop. It's very frustrating standing in the cold, not knowing when the next bus is coming, and when the no 2 or 30X is coming. Hopefully this electronic board hasn't been put into general circulation and is still available to be relocated to this stop.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR108-19**Location:** Coutts Street, Kilbirnie**Proposal:** Class Restricted Parking (Bus Stop)

- Remove stop #6343 (Coutts Street opposite Rongotai College)

Information: Bus stop #6343 on Coutts Street was removed from the Metlink bus network in July 2018 as the stop was no longer serviced by any Metlink bus services. However, as the stop is located opposite Rongotai College, it was decided to leave the bus stop in place to allow for Rongotai College to use the stop for private charters.

Greater Wellington Regional Council (GWRC) has since received a request from a nearby resident for the bus stop to be removed.

Following agreement with Rongotai College, it is now proposed to remove this bus stop.

The removal of this bus stop will free up space for kerbside parking.

Key Dates:

- | | |
|---|----------------|
| 1) Advertisement in the Dominion Post Newspaper | 4 July 2019 |
| 2) Feedback period closes. | 19 July 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 22 August 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Remove from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Coutts Street	Bus Stop	North side, commencing 21.5 metres west of its intersection with Mamari Street and extending in a westerly direction following the northern kerbline for 12 metres.

Prepared By: Charles Kingsford (Principal Transportation Engineer)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 07/08/2019

WCC Contact:
Charles Kingsford
Principal Transportation Engineer
Wellington City Council
113 The Terrace/ PO Box 2199,
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Phone: +64 4 803 8641
Email: Charles.Kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 1: Indicative layout Cou tts Street



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jonathan Markwick
Suburb: Melrose
Agree: Yes

Please consider how the removal of this bus stop will affect the proposed separated cycle lane along Coutts St.

<https://www.transportprojects.org.nz/current/kilbirnie-connections/coutts-street/>

Officers response:

The most recent plans incorporate the removal of the bus stop and have replaced it with kerb side parking. This is because the bus service no longer runs along Coutts street. The separated cycle lane on the northern side of Coutts Street as proposed in the original plans will remain.

Traffic Resolutions - Bus Stop Changes 22nd August, 2019 Summary

Traffic Resolution	Location	Current	Proposal	Driver	Source of TR	Net Parking Loss	Beneficiaries of Proposed Change Per annum		Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number		
TR97-19	a) Riddiford Street at Newtown Shops (near 157)	Bus Stop #6019	Reconfigure Bus Stop	Accessibility	GWRC	0	16,300	3,275	Proposed change provides easier and safer exit for buses by repositioning the head of the bus stop back by 2 metres to improve the exit taper from the stop. This reduces the risk of the back of the bus hitting the adjacent shop veranda as it swings out of the stop.	Yes = 0 No = 1
	b) Onepu Road at Coutts Street	Bus Stop #6327	Reconfigure Bus Stop	Accessibility	GWRC	0	7,802	1,300	Proposed change provides easier and safer exit for buses by repositioning the head of the bus to improve the exit taper from the stop. This reduces the risk of the back of the bus hitting the adjacent protruding shop veranda.	
	c) Taranaki Street at Frederick Street	Bus Stop #6911	Reconfigure Bus Stop	Accessibility	GWRC	0	15,072	3,125	Proposed change provides easier and safer entry and exit for buses by repositioning the head of the bus to reduce the risk of the bus hitting the adjacent kerb side power pole.	
	d) Constable Street at Owen Street (near 84)	Bus Stop #7021	Reconfigure Bus Stop	Accessibility	GWRC	0	15,077	2,200	Proposed change provides easier and safer entry and exit for buses by repositioning the head of the bus stop back by 6 metres. This will provide better guidance to the driver as to where to stop and to reduce the risk of the back of the bus hitting the adjacent kerb side power pole when it exits.	
	e) Miramar Avenue at Portsmouth Road	Bus Stop #7080	Reconfigure Bus Stop	Accessibility	GWRC	0	14,326	2,775	Proposed change provides easier and safer accessibility for passengers by repositioning the head of the bus stop forward by 6 metres to align with the bus shelter. This will also avoid the bus stopping unnecessarily across an adjacent driveway.	
	f) Pirie Street at Porritt Avenue (near 66)	Bus Stop #7214	Reconfigure Bus Stop	Accessibility	GWRC	0	2,317	3,400	Proposed change provides easier and safer entry and exit for buses by repositioning the head of the bus stop back by 7 metres to reduce the risk of the bus hitting the adjacent kerb side power pole.	
	g) Kilbirnie Crescent at Childers Terrace	Bus Stop #7223	Reconfigure Bus Stop	Accessibility	GWRC	0	7,977	2,600	Proposed change provides easier and safer entry and exit for buses by repositioning the head of the bus to reduce the risk of the back of the bus hitting the adjacent kerb side power pole.	
	h) Rotherham Terrace (near 80)	Bus Stop #7237	Reconfigure Bus Stop	Accessibility	GWRC	0	1,432	550	Proposed change provides easier and safer entry and exit for bus by repositioning the head of the bus stop to reduce the risk of the bus entering the bus stop from hitting the adjacent kerb side power pole.	
	i) Kilbirnie Bus Depot – Onepu Road	Bus Stop #7327	Reconfigure Bus Stop	Accessibility	GWRC	0	7,802	600	Proposed change provides easier and safer exit for the bus by repositioning the head of the bus stop back by 7 metres to improve the exit from the bus stop around parked cars.	
	j) Taranaki Street at Courtenay Place (near 72)	Bus Stop #7910	Reconfigure Bus Stop	Accessibility	GWRC	0	15,741	2,950	Proposed change provides easier and safer exit for the bus by repositioning the head of the bus stop back by 6 metres to improve the exit from the bus stop around parked cars.	
	k) Taranaki Street at Vivian Street	Bus Stop #7911	Reconfigure Bus Stop	Accessibility	GWRC	0	15,072	3,750	Proposed change provides easier and safer exit for the bus by repositioning the head of the bus stop back by 7 metres to improve the exit from the bus stop around parked cars.	
TR99-19	Rajkot Terrace	Bus Stop	Reconfigure Bus Stop	Accessibility	Onslow Community Association	1	366	175	Proposed change provides easier and safer access to the bus stop for both drivers and passengers. The bus being able to pull against the kerb will ensure passengers can get on and off the bus safely.	No feedback received
TR101-19	Karori Road	Bus Stop	Bus Stop Extension	Accessibility	Bus Operator	3 (part-time)	1,500	1,275	Proposed change provides layover space for buses by extending the existing bus stop 20 metres between 6am-9am, Monday to Friday, during the school term only. This allows buses to reliably leave on time.	Yes = 1 No = 1
TR102-19	Murchison Street	Unrestricted kerbside space	Relocation of Bus Stop #7145	Safety	Public	0	1,252	150	Proposed change relocates the bus stop 30m up Murchison Street to where the berm is wider so that passengers can get on and off the bus safely. To improve access to the bus stop by relocating the bus stop 30m up Murchison Street, away from the corner on a wider berm area to provide for a safer area for passengers to get on and off the bus.	Yes = 1 No = 0
TR104-19	Gipps Street	Bus Stop	Bus Stop	Efficiency	GWRC	3	2,305	N/A	Proposed change provides additional kerbside parking by the removal of the bus	No feedback

Traffic Resolution	Location	Current	Proposal	Driver	Source of TR	Net Parking Loss	Beneficiaries of Proposed Change Per annum		Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number		
		#5306	Removal						stop. This Bus stop served only one night-service and had no patronage recorded at the stop since July 2018.	received
TR106-19	Hobart Street	Restricted Parking	Relocation of Bus Stop #7086	Efficiency	Public/GWRC	0	2,659	1300	Proposed change is to relocate the bus stop 22.5 metres north of the current location, to outside 63 Hobart Street. This will provide a suitable place for passengers to wait under an adjacent building canopy. The current location is unsuitable to install a shelter because of the potential damage to surrounding Pohutukawa trees	Yes = 3 No = 1
TR108-19	Coutts Street	Bus Stop #6343	Removal of Bus Stop	Efficiency	GWRC	3	9,502	N/A	Proposed change is to remove this bus stop as it is no longer serviced by Metlink bus services when the bus network was changed in July 2016. It was decided to leave the bus stop in place to allow for Rongotai College to use the stop for private charters. A request from a nearby resident was received for the bus stop to be removed. Following agreement with Rongotai College, it is now proposed to remove this bus stop.	Yes = 1 No = 0

SHELLY BAY REVIEW | TERMS OF REFERENCE

Purpose

1. This report asks the City Strategy Committee to agree to the terms of reference for the Shelly Bay review.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to the terms of reference for the Shelly Bay review
3. Recommend the terms of reference to Council

Background

2. On 27 September 2017, the Council voted to sell and lease Council owned land to The Wellington Company Limited to enable it to carry out aspects of its proposed development at Shelly Bay.
3. As part of the decision on 27 September 2017, Council agreed:
“...to a full review of the Shelly Bay project including decision making processes, legal risks, financial implications and consistency with the Resource Management Act 1991.”
4. To enable Council officers to carry out the review, terms of reference are required.

Reviewer

5. Council officers have engaged Mary Scholtens QC to carry out the review. Mary is a senior, experienced Queen's Counsel who has acted predominantly in the public law area since commencing practice in 1982.
6. Mary has carried out or been involved in a significant number of reviews and inquiries, including as counsel for the Ministry of Health in the Commission of Inquiry into Gisborne Pathology, as Counsel Assisting the (Bazley) Commission of Inquiry into Police Conduct, and various inquiries by Parliamentary Select Committees. In the last two years Mary has carried out a review into conflict of interest on the CAA Board following the standing down of a member, the Ministerial review into the appointment process of the Deputy Police Commissioner (Wally Haumaha) and, with an Australian expert actuary, the review of the Reserve Bank supervision of CBL Insurance, which was put into liquidation by the Reserve Bank last year. Mary is also currently advising the Auditor-General on one of his reviews, and Government Departments involved in the Royal Commission on the Mosque killings, and in the Government Commission into the Auckland Fuel Supply Disruption.

Timing and Cost

7. The timing and cost of the review depend almost entirely on the scope of the review, as reflected in the terms of reference. Accordingly, advice set out below about timing and cost relies on Council not making any material changes to the scope of the review.
8. Where material changes are made to the scope either in debate of this paper or subsequently, costs will increase beyond what is anticipated in this paper. It is important to balance the time and effort required by lines of inquiry and value that Council may glean from undertaking those inquiries. The terms of reference attempt to strike that balance, with the objective of ensuring that the review will provide an opportunity for recommendations and improvement in practice, rather than focussing on a historical account of a process undertaken under now obsolete legislation, which will have limited value for Council in the future. For this reason, the terms of reference specifically identify matters in scope, and out of scope which is discussed further below.
9. Council officers intend to begin the review once the reconsideration of the application for resource consent at Shelly Bay is completed by the Hearings Commissioners. As the process is managed by the Hearings Commissioners, we do not know with any certainty when this decision will be available.
10. Assuming that the decision on the reconsideration is made prior to 1 September 2019, we anticipate that the review will be completed prior to Christmas. If the reconsideration decision is later than 1 September, there will be a corresponding movement in the delivery of the review, with appropriate accommodation made for the Christmas and New Year period.
11. On the basis that the review is completed in the September – December period in accordance with the terms of reference included in this paper, we anticipate that the review will cost approximately \$180,000.

What is in scope

12. The resolution of Council was made some almost two years ago and events have moved on significantly since this resolution. Further development of the resolution is required to reflect this decision in terms of reference that Mary Scholtens QC can respond to in undertaking the review.
13. As set out above, the focus of the terms of reference is to ensure the review is an opportunity to identify any learnings and recommendations for improvement in practice, rather than to establish a historical account. The purpose of the review is to:
 - (a) Provide assurance about the processes followed by Council in respect of its role in respect of the Shelly Bay project;
 - (b) Review Council's adherence to organisational best practice; and
 - (c) Capture any learnings and recommendations for improvement from the process.

What is out of scope

14. During 2017-2018 Enterprise Miramar Peninsula Inc judicially reviewed the Council's decision on the application by The Wellington Company Limited under the Housing Accords and Special Housing Areas Act 2013 (HASHAA) for resource consent for the development. The judicial review challenged two decisions of Council:

- (a) The decision to assign the Council's decision on the application to the Council's planning team (as opposed to assigning it to a hearings commissioner or panel); and
 - (b) The resource consent decision itself.
15. The basis of the challenge of the first decision was that the Council's ownership of part of the subject site, previous support for the development through recommending the special housing area, and intended development agreement, meant that the decision was made with apparent bias.
16. The basis for the challenge to the resource consent decision was that the Council had allegedly made a series of legal errors in the course of the decision, including:
- (a) Having inadequate information to determine the application;
 - (b) Misunderstanding the purpose of HASHAA;
 - (c) Misapplying s 34(1) of HASHAA by using the purpose of HASHAA to reduce its consideration and weighing of open space and historic heritage matters;
 - (d) Misapplying s 34(2) of HASHAA by not being satisfied that sufficient and appropriate infrastructure could be provided.
17. The High Court dismissed the judicial review, finding no errors were made that justified quashing the decision. The Court of Appeal found that one of the alleged errors was made out, being that the Council decision-makers had misapplied s 34(1) of HASHAA by using the purpose of HASHAA to reduce its consideration and weighing of open space and historic heritage matters (see *Enterprise Miramar Peninsula Inc v Wellington City Council* [2018] NZCA 541). All of the other errors were dismissed, including the allegations of apparent bias levelled at the Council and its officers.
18. It is recommended that the review should not seek to duplicate matters that the Court of Appeal and High Court considered. This is because:
- (a) The Council's process for assigning the resource consent to in-house planners was entirely consistent with the Council's standard practice and, as the Court found, entirely lawful. A review about a specific project is not the right occasion to review the Council's policy on delegations and assignment of consent applications.
 - (b) The allegations of apparent bias were countered by affidavit evidence so the courts were in a better position than the reviewer could possibly be to make findings about those allegations.
 - (c) The Court of Appeal decision provides the leading judicial explanation of how the relevant provisions of HASHAA are to be interpreted.
 - (d) The Council accepts these findings, so there is little to be gained in revisiting, reviewing or second guessing them.
 - (e) The resource consent application is currently being reconsidered by a panel of hearings commissioners.

Process

19. Mary Scholtens QC will determine the process for undertaking the review and delivering to the terms of reference. In doing so, it is anticipated that Mary Scholtens QC will
- (a) Undertake interviews with key people involved in Council decision making processes under review; and
 - (b) Review key decision making documents, and other relevant documents held by Council.

20. Mary Scholtens QC will ensure that the draft report meets natural justice principles. Council officers will review a draft report for the purpose of fact checking. The final report will be delivered to the Chief Executive who will provide the review via a report, to Council.

Terms of reference

21. The terms of reference for the Shelly Bay review are as set out below.

Terms of Reference for the Shelly Bay review

Purpose

1. The purpose of the Shelly Bay review, resolved by the Council on 27 September 2017 is to:
 - (a) Provide assurance about the processes followed by Council in respect of its role in respect of the Shelly Bay project;
 - (b) Review Council's adherence to organisational best practice;
 - (c) Capture any learnings and recommendations for improvement from the process.

Background

2. On 2014, the Council entered into a Housing Accord with the Minister of Building and Housing as anticipated by the Housing Accords and Special Housing Areas Act 2013 (HASHAA).
3. HASHAA and the Housing Accord enabled the Council to recommend to the Minister areas of land suitable for development as special housing areas (SHAs). One of the SHAs recommended by the Council to the Minister was the Shelly Bay Special Housing Area.⁶
4. On 19 April 2017, officers of the Council granted a resource consent under HASHAA to The Wellington Company Limited for a comprehensive development in the Shelly Bay Special Housing Area.
5. On 27 September 2017, the Council voted to sell and lease Council owned land to The Wellington Company Limited to enable it to carry out aspects of the proposed development. As part of Council's decision, Council also agreed:

“...to a full review of the Shelly Bay project including decision making processes, legal risks, financial implications and consistency with the Resource Management Act 1991.”
6. Following the 27 September 2017 decision, the resource consent was the subject of a judicial review proceeding. The High Court dismissed the judicial review but the Court of Appeal allowed an appeal from the High Court decision and quashed the resource consent.

⁶ Formed from two SHAs: see Housing Accords and Special Housing Areas (Wellington—New June 2015 Areas) Order 2015 and Housing Accords and Special Housing Areas (Wellington—New December 2015 Areas) Order 2015.

7. Ultimately, the application for resource consent was reconsidered by Hearings Commissioners in 2019.
8. Council has awaited the outcome of the resource consent process before beginning this review, to ensure the review can consider all relevant matters without impacting on the Council's obligation to carry out its regulatory responsibilities in the resource consent process.

Scope of Review

9. To give effect to the resolution stated above, the reviewer shall:
 - (a) Investigate and report on whether Councillors had all relevant, accurate and sufficient information available to them, including information about legal risks, financial implications and consistency with the Resource Management Act 1991, when making the following decisions in respect of the Shelly Bay Project:
 - The decisions to recommend the Shelly Bay SHA to the Minister;
 - The decision to sell and lease land to The Wellington Company Limited;and whether conflicts of interest in respect of these decisions were managed appropriately.
 - (b) Investigate and report on whether the Council followed appropriate processes under the Local Government Act 2002 and HASHAA in respect of:
 - Consultation in respect of the SHA;
 - Council's application to the Minister for establishment of the SHA.
 - (c) Investigate and report on whether Councils officers were given adequate support and were able to provide impartial expert advice while undertaking the processes set out in (a) and (b).

What is out of scope

10. In *Enterprise Miramar Peninsula Inc v Wellington City Council* [2018] NZCA 541 the Court of Appeal found that:
 - (a) the Council's delegated officers had erred in law in their application of s 34(1) of HASHAA to the application. In particular, rather than treating the purpose of HASHAA as the most important matter to be weighed, the officers used the purpose of HASHAA to reduce its consideration and weighing of open space and historic heritage matters;
 - (c) otherwise the Council did not make any of the other errors alleged, and its assessment of infrastructure under s 34(2) was correct; and
 - (d) notwithstanding the Council's ownership of land at Shelly Bay it was proper under s 34A of the Resource Management Act 1991 for the Council to delegate the decision to Council officers rather than hearings commissioners.

The Council accepts these findings, and so it is not within the scope of the review to enquire into matters that have already been subject to the supervisory jurisdiction of the High Court and Court of Appeal.

11. The processes followed by the Hearings Commissioners and their decision on reconsideration of the application for resource consent are outside of the scope.

Deliverable for reviewer

12. Report setting out the reviewer's findings and recommendations for improvement (if any) to be presented to the Chief Executive, who will provide the report to Council.

Information

13. Council officers will facilitate the review by:

-
- (a) providing relevant information about Shelly Bay. As a starting point, Council has extensive information available at <https://wellington.govt.nz/your-council/projects/shelly-bay-development>
 - (b) promptly responding to further requests for information
 - (c) arranging meetings as requested by the reviewer, with relevant staff, elected members and advisors.

Next Actions

- 22. Council officers will await the outcome of the reconsideration process, before instructing Mary Scholtens QC to commence the review.

Attachments

Nil

Author	Hayley Evans, Director, Legal and Risk
Authoriser	Kevin Lavery, Chief Executive

SUPPORTING INFORMATION

Engagement and Consultation

N/A

Treaty of Waitangi considerations

N/A

Financial implications

The review is unbudgeted and anticipated to cost \$180,000. Any changes to the terms of reference risks further costs being incurred by Council.

Policy and legislative implications

N/A

Risks / legal

This report contains advice about the implications of the Court of Appeal decision in respect of Shelly Bay.

Climate Change impact and considerations

N/A

Communications Plan

The review will be reported back to Council once completed

Health and Safety Impact considered

N/A

5. Committee Reports

REPORT OF THE OUTER GREEN BELT MANAGEMENT PLAN HEARING SUBCOMMITTEE MEETING OF 8 AUGUST 2019

Members: Councillor Calvert, Councillor Fitzsimons, Councillor Foster, Councillor Gilberd (Chair), Councillor Lester, Councillor Sparrow, Councillor Woolf.

The Committee recommends:

FINAL OUTER GREEN BELT MANAGEMENT PLAN

Recommendation/s

That the City Strategy Committee:

- a) Adopt the Outer Green Belt Management Plan (Attachment 1) as a management plan under Section 41 of the Reserves Act 1977.
- b) Resolve to declare as reserve under section 14 of the Reserves Act 1977 and reclassify under section 24 of the Reserves Act 1977, as appropriate, the parcels of land described in Attachment 1 accordingly to reflect each parcel's primary purpose.
- c) Request a report from Council Officers on what steps are currently being taken and what future steps can be taken to stop illegal track building and address the impacts of existing illegal tracks.
- d) Request Officers to prepare a report on options for management access to the South Coast.

Website link to the Outer Green Belt Management Plan on 8 August 2019:
<https://wellington.govt.nz/your-council/meetings/committees/ogbmp-hearing-subcommittee/2019/08/08>

Attachments

Attachment 1.	Outer Green Belt Management Plan 2019	Page 226
Attachment 2.	Proposed Reserves Classification OGBMP Final January 2019	Page 471

Outer Green Belt Management Plan August 2019



Rangituhi
Colonial Knob
(in Porirua City)



Kilmister Tops



Mt Kaukau



Johnston Hill



Karori Park

ISSN (1-877232-00-9)

Front cover:

Photo taken from Makara Peak looking north along Te Wharangi ridge.

The ridge connects Makara Peak and Mt Kaukau, and comprises a large section of the popular Skyline Track.

The Outer Green Belt carries on for many kilometres behind this viewpoint all the way to the South Coast.

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1 INTRODUCTION

1.1 ABOUT THIS PLAN

1.1.1 THE OUTER GREEN BELT

The Outer Green Belt is the series of reserves that the Wellington City Council ('the Council') has acquired along the ridges that separate Wellington's urban and rural areas, to create a corridor of open space from the City's northern boundary to the South Coast for multiple environmental, recreational and social objectives. See map below.

1.1.2 PURPOSE

This *Outer Green Belt Management Plan* ('OGBMP' or 'Plan') has been prepared under the Reserves Act to provide a consistent policy, management and decision-making framework for the next 10 years in managing:

- the reserves in the Wellington Outer Green Belt, as appropriate to the classified type of reserve; and
- other land in the Outer Green Belt that the Council owns or administers and is not reserve, to integrate with and complement the management of the Outer Green Belt reserves.

1.1.3 SCOPE

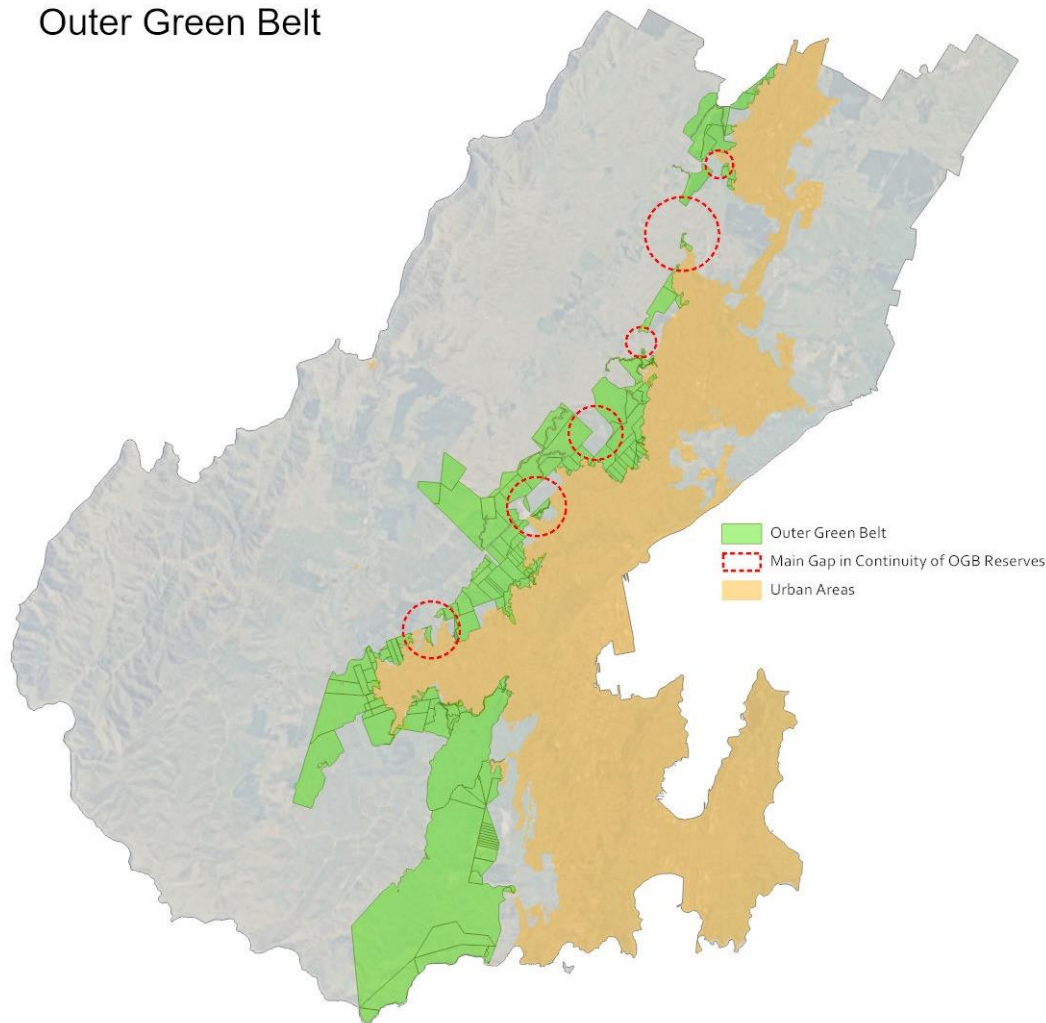
1.1.3.1 Spatial scope

This Plan covers land that generally follows the ridges and some associated valleys west of Wellington's urban area that the Council either owns or manages on behalf of another entity, from the boundary with Porirua City Council to the South Coast (above the mean line of low water springs). The spatial scope has changed significantly from the preceding 2004 management plan. The 2004 Plan ended in the south at the top of the coastal escarpment but has been extended down to the coast to better integrate management of the coastal edge and adjacent reserves. The 2004 plan covered a larger area, referred to as the 'Outer Green Belt Concept Area', which included both public and private land along the ridges west of Wellington's urban area. The main reasons for removing private land from the scope are as follows.

- Under the Reserves Act, the Council can make policies and management decisions in relation to its own reserve land but the owners of other land cannot be bound by the policies in this Plan, a point that was not always clear in the previous plan and had concerned private landowners.
- The 2004 management plan highlighted the need to protect ridgetop values over the private land but could not do so under the Reserves Act. Since 2004, the Ridgelines and Hilltops overlay in the Wellington City District Plan has become operative, providing a protective statutory mechanism for landscape protection over the private ridgetop land in the Concept Area.
- The scope of policies will be clearer if this Plan is written from the point of view of Council being a neighbour to owners of adjoining private land.
- Historically, defining a Concept Area was a way of expressing aspirations for a connected Outer Green Belt before much had been achieved. Now, the Council owns sufficient reserve land along the envisaged corridor that it can be called an 'Outer Green Belt', albeit with the need to fill the gaps as opportunity presents, as has happened in recent years (see Appendix I, Timeline).

The Council regards all the land along the Ohariu / Te Wharangi / Te Kopahou ridges to be important to the overall Outer Green Belt vision, regardless of ownership, and will continue to seek opportunities to work with adjoining landowners on voluntary initiatives that would contribute towards the vision through the policies in this plan (see 4.6.2.3). Any such initiatives are subject to the landowner's agreement and recognise that landowners also have their own objectives for their land. In some locations Council may be interested in acquiring land to complete the reserve network or protect key open space values.

Outer Green Belt



1.7.2.2 Statutory and strategic framework

This *Outer Green Belt Management Plan* fits within a broad framework of statutory, regulatory and strategic policies. The relationships between this Plan and the other documents are shown in the Statutory and Strategic Framework diagram below. The other documents are described in Appendix II, Policy & Planning Context. However, some key points follow.

- This management plan is being prepared under the Reserves Act 1977, to provide the guiding framework for the day-to-day management of and decision-making about reserve and other Council-owned or administered land in the Outer Green Belt. (Council may include non-reserve land in a multi-reserve management plan to better integrate open space planning⁷.)

⁷ See Reserves Act Guide, chapter 6.

- Management of the unformed legal roads (ULRs) of which there are a number in the Outer Green Belt, must comply with legal requirements for ULRs. ULRs are not reserves.
- The Outer Green Belt reserves are managed under the Reserves Act and under other legislation as necessary for any work that requires consents.
- The Plan also provides for working in partnership with neighbours and communities towards the Outer Green Belt vision.
- Most of the other policies and strategies have been updated or initiated since the 2004 version of this Plan, necessitating changes in this Plan for better alignment.
- In addition to the policy and strategy documents shown in the framework diagram below, other relevant programmes and initiatives have also been taken into account in this Plan e.g. Predator Free Wellington; the national Te Araroa Trail.
- Cross-boundary contexts are also important, particularly in the north where the Outer Green Belt finishes at the Wellington City / Porirua City boundary. The two councils own adjoining open space with overlapping management issues and opportunities. The two councils and the Department of Conservation are working together to integrate pest control, track networks and recreational opportunities between the northern forests in the Outer Green Belt, Porirua City's proposed adventure park and the Department of Conservation's Rangituhi/Colonial Knob walkway.

1.7.2.3 Relationship with overlapping plans

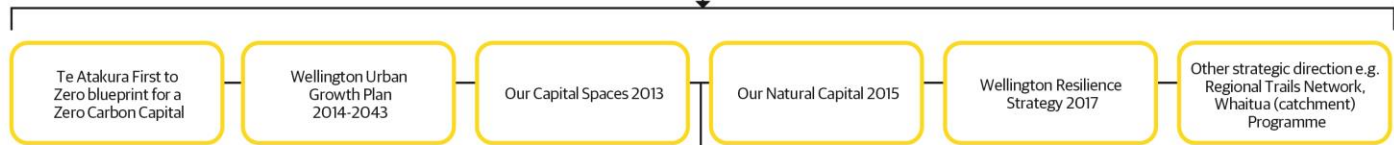
Certain areas within the Outer Green Belt have site-specific plans where particular site values or uses require detailed guidance on management or development. The overlapping plans should generally be consistent but because they are reviewed at different times there may be periods when policies in the older plans have not been updated to match more recent policies. How this interim period is managed depends on the situation.

- **Other management plans under the Reserves Act.** There are two instances. The primary management document for Otari-Wilton's Bush will be the *Botanic Gardens of Wellington Management Plan*. The BGWMP will take precedence if there is any policy conflict between it and this Plan. The OGBMP will take precedence if there is a policy conflict with that of the *South Coast Management Plan* in respect of the area currently under the SCMP that is to be brought into the Outer Green Belt (see 6.7.1). Once the SCMP is amended to exclude the area, no overlap will exist. Some land parcels are split between management plans such as for example at Karori Park where the hills are managed under the OGBMP and the field and play area is part of the Suburban Reserves Management Plan.
- **Master plans, conservation plans, landscape development plans etc:** (e.g. Zealandia Strategy 2016-2035; the Wrights Hill Fortress and Old Coach Rd conservation plans; Mākara Peak Mountain Bike Park Master Plan). There could be instances where plans have been prepared under other legislation (e.g. a conservation plan under the Heritage New Zealand Pouhere Taonga Act.). Where there is policy conflict the most recent policy will usually take precedence and provide guidance for the next reviews of the older plan(s). Area specific plans, master plans and landscape development plans (of various scales) must align with the OGBMP as the over-arching plan. They simply enable a greater level of detail not possible in the OGBMP.

1.1.4 TIMEFRAME

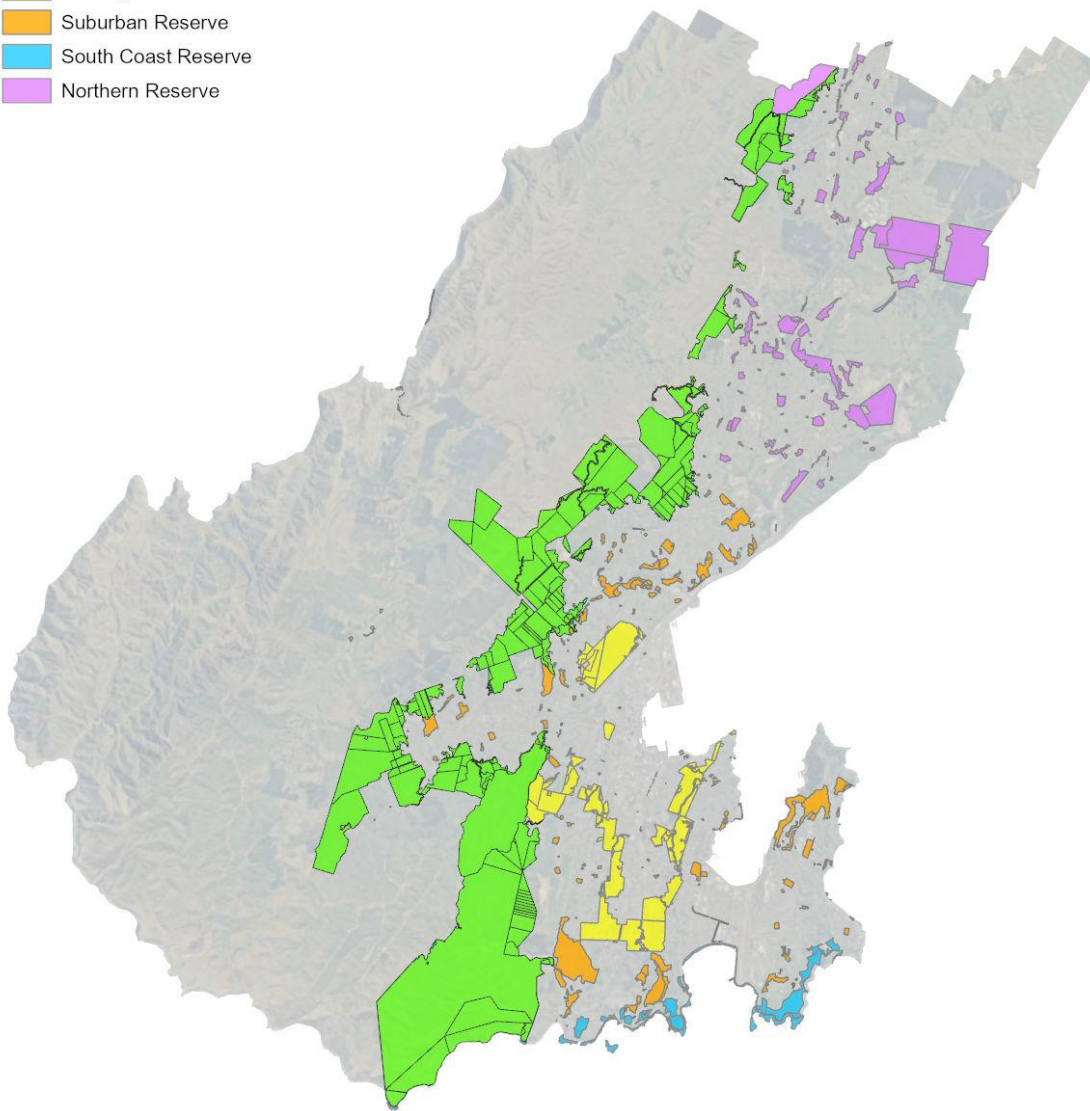
This Plan is intended to span a 10-year period: 2019-2029. It should be seen, however, as the second in a series of ongoing management plans that will be progressively reviewed and updated over time; always with a much longer-term 50 to 100-year and beyond vision in mind.

Outer Green Belt Strategic Framework



Wellington Reserves Network

- Outer Green Belt
- Wellington Town Belt
- Suburban Reserve
- South Coast Reserve
- Northern Reserve



1.1.5 PLAN STRUCTURE

The Plan is structured from the broad scale to more detailed area-specific policies as follows:

Outer Green Belt as a whole:

- Vision and principles (Part 2)
- Description (Part 3)
- General objectives and policies (Part 4)
- Rules (Part 5).

Seven management sectors (Part 6)

- Defined to reflect local character, open space values and communities of interest, area-specific issues, opportunities and actions.

The sectors are shown in the map underleaf.

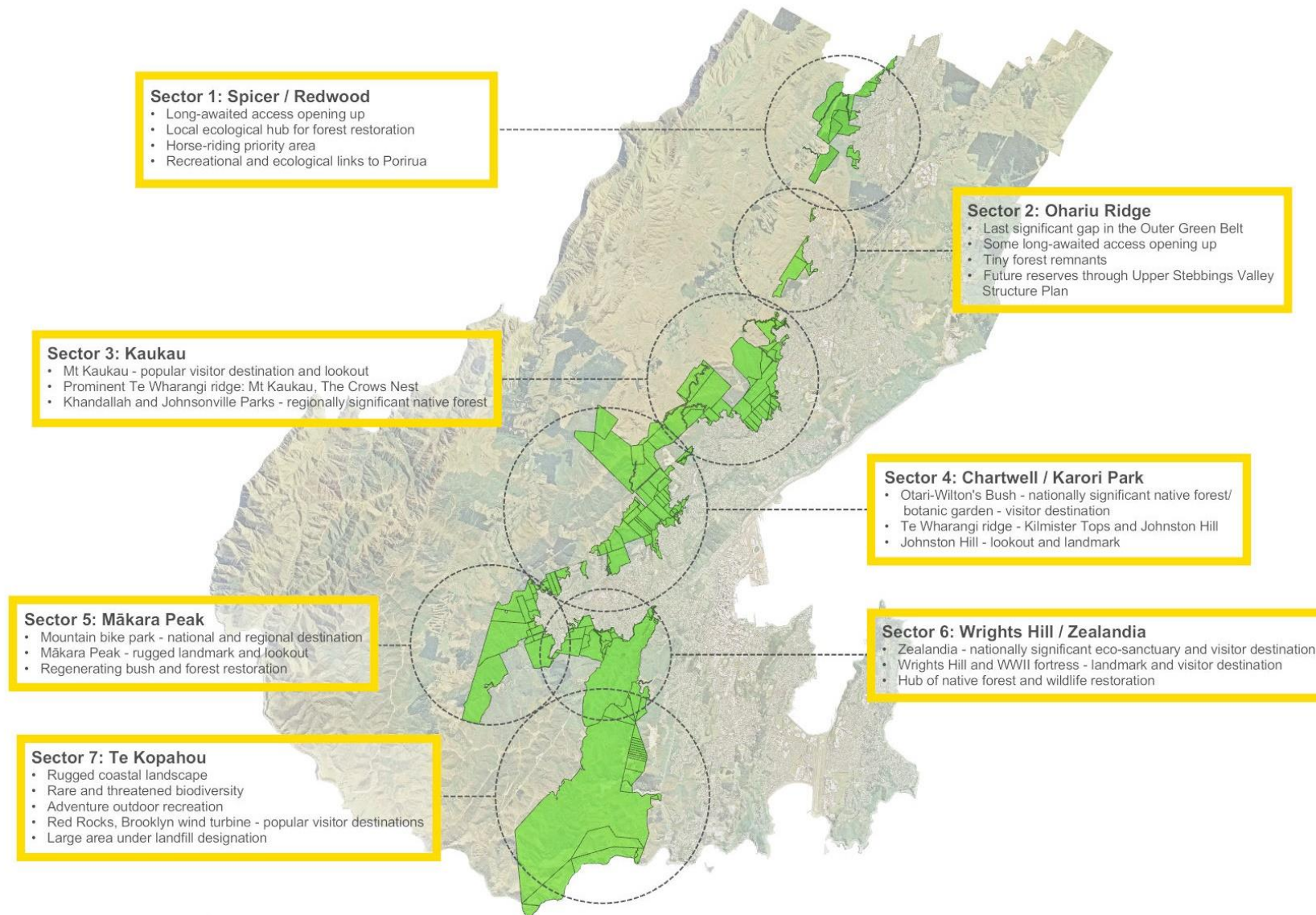
1.1.6 IMPLEMENTATION, FUNDING AND REPORTING

This Plan has a long-term focus – ensuring that the essential values of the Outer Green Belt are protected and managed, and proposed actions gradually implemented step-by-step.

The actions are identified in Part 4 (general objectives and policies) and Part 6 (management sectors) are categorised as ‘existing’, ‘expanded’ or ‘new’ and indicative timeframes for implementation given. An implementation plan will be developed to further inform programming into work and budget planning, and the allocations of resources under the Council’s funding allocations system.

The Council’s funding is prioritised and set through the Long-term Plan and Asset Management Plans. Operational funding is used for the day-to-day management and maintenance, and development and/or renewal works are funded through the capital works programme. There are often competing funding demands within the Council’s strategic priorities, so funding will be prioritised and allocated taking into account those other demands and the Council’s overall, long-term objectives.

People and groups who use and/or volunteer services to manage the Outer Green Belt need to be kept informed and have opportunities to provide feedback and influence decision-making. There is potential every three years as part of Councils’ Draft Long-Term Plan review, to provide submissions and feedback on the proposed programme of work. This may include advocating for additional or better targeted investment in support of this management plan’s objectives.



Outer Green Belt Management Sectors

1.1.7 RELATIONSHIP WITH MANA WHENUA

Wellington City Council recognises the importance of the mana whenua⁸ relationship and has formal memoranda of understanding (MOUs) with Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui) and Te Rūnanga o Toa Rangatira Incorporated (Toa Rangatira), based on the following principles:

- **Partnership:** acting reasonably, honourably and in good faith to ensure the strategic relationship has integrity and respect, in the present and for the future of Wellington;
- **Participation:** recognising that both parties can contribute, for mutual benefit, in deciding the future of the city – working towards and achieving the parties' visions; and
- **Protection:** actively protecting the taonga of Taranaki Whānui and the taonga of Ngāti Toa Rangatira and safeguarding cultural concepts, values and practices to be celebrated and enjoyed for all Wellingtonians.

The Council has a responsibility to take account of the principles of the Treaty of Waitangi and to improve opportunities for Māori to contribute to local government decision-making processes.

Under the memoranda of understanding, each party recognises the authority of the other to exercise their responsibilities – kāwanatanga (governance) by the Wellington City Council and rangatiratanga (customary authority) and kaitiakitanga (guardianship) by tangata whenua.

This draft Plan is intended to reflect these above principles including, in particular, the key relationship understandings recognised in the MOUs in relation to Council Planning and Policy Processes and to Culture and Heritage.

Officers will continue to work with iwi to incorporate the Māori world view and concepts into the management and project work as appropriate. The Council is currently working on implementing the 2018 Te Tauihu – te reo Māori Policy which will help inform naming and interpretation processes and partnerships with iwi and the wider community.

⁸ *Mana whenua* means customary authority exercised by an iwi or hapu in an identified area.

2 VISION: WELLINGTON'S WILD GREEN CONNECTOR

The Outer Green Belt is Wellington's wild green connector: – it visibly defines the urban edge, protects and restores nature, and enables people to escape the city and explore.

Wellington City is known for its extensive, wild green, relatively undeveloped open spaces, including its ridges and hills, coast, harbour escarpments and steep gullies. The Outer Green Belt is the central connecting element – an accessible ecological and recreational corridor from the City's northern boundary, where it links up with adjoining hill reserves in Porirua City, to the south coast. It plays a critical role in determining the character, quality and function of the city environment at a large scale for today's and future generations. It is home to ever-increasing biodiversity. Its open spaces contribute to residents' quality of life and enhance visitors' experiences of Wellington.

The Outer Green Belt contributes to Wellington's unique sense of place. It protects, restores, connects and supports a rich mix of open space values. It will strengthen over time and endure for future generations. It is for all to share and enjoy.

2.1 WHAT IS WELLINGTON'S OUTER GREEN BELT?

The idea of having an Outer Green Belt dates back to the 1960s and 70s when community groups called for what they called an 'Outer Town Belt'. The idea was based upon the example of the Wellington Town Belt – an arc of public open space that was preserved on the hills immediately around the original town for public recreation and to separate town from country. With time, the city expanded beyond that inner belt but the line of higher ridges in the centre of the Wellington peninsula remained mainly undeveloped, forming a natural western edge to the urban development. The need to retain and protect the local features and natural open space character of those ridges became apparent and, throughout the last four decades, Wellington City Council has endorsed the concept of having an Outer Green Belt and endeavoured to protect the continuous belt of open space in a number of ways (see Appendix I, timeline). In 2004, *Wellington's Outer Green Belt Management Plan* was approved, providing the first comprehensive guidance for the area's management.

Today, the reserves and other open space land the Council manages as Outer Green Belt totals 3,029 hectares, representing 63% of the entire city reserve network.

2.2 WHY IS THE OUTER GREEN BELT IMPORTANT?

The hillside landscapes and skylines of the ridges immediately west of Wellington's urban area feature prominently in people's experience of living in and visiting Wellington. The proximity of the Outer Green Belt to the city brings numerous opportunities for people to simply enjoy seeing those open spaces daily as part of the Wellington scene or to get out and experience it directly. The increasing continuity of the reserve land from north to south, and its direct link across the city's northern boundary to Rangituhi/Colonial Knob reserve in Porirua City, gives it a prominent role in the City's open space network. The Outer Green Belt contains and links up important areas of biodiversity and provides most of the city's carbon storage forest. It marks the western edge of the city's urban environment.

Open spaces contribute to a diverse city environment with a wide range of interrelated benefits including amenity value, biodiversity and landscape protection, recreation and social opportunities, ecosystem services, contribution to the health and wellbeing of residents, and both direct and indirect economic benefits. The Outer Green Belt has multiple open space values. This management plan will

be used to ensure consistent protection and management of the key values below, which are described in Part 3.

- Nature
- Landscape
- Culture and heritage
- Recreation and access
- Community and identity
- Resilience and city economy.

2.3 GUIDING PRINCIPLES

Certain characteristics represent the essence of the Outer Green Belt. These characteristics have inspired a set of aspirational ‘guiding principles’ that should endure over time. Large-scale change has already occurred in recent decades. For instance, the Outer Green Belt has become increasingly forested and its track network has become more extensive. In parallel are changing patterns in outdoor recreation, such as growth in mountain biking, and increasing recognition of the way contact with nature and access to open spaces benefit people’s lives. Change will continue and it is likely that as-yet unforeseen trends and events will be influential. The guiding principles highlight what is special about the Outer Green Belt and will be used to help strengthen the Outer Green Belt, manage change, weigh up decisions and prioritise implementation.

1. Natural skylines, undeveloped ridges and hills, and healthy native forests and streams are the foundation of the Outer Green Belt.

The natural values and relatively natural character of the Outer Green Belt is its essence. The desire to preserve that character and rugged backdrop prompted the Outer Green Belt to be established in the first place. The rugged setting and contact with nature underpin the outdoor recreation and visitor experiences now popular throughout the Outer Green Belt. The first question, when considering change, use or development will be, ‘how will this affect the natural foundation of the Outer Green Belt?’

- > *Example:* A series of permanent 10-metre-high, way-marking sculptures along the Skyline Walkway is proposed. Even though they are well-designed, are envisaged to also function as information posts for recreational users and be promoted as a tourist attraction, the proposal does not go ahead as it would introduce a visually obtrusive element along the natural skyline contours when viewed from on site and from afar. Temporary way markers of a similar scale for a specific major outdoor event might be allowed, however, provided no permanent environmental damage resulted.

2. Continuity and connectivity is fundamental to the Outer Green Belt concept.

The Outer Green Belt’s large-scale spatial continuity is key to its natural, landscape and recreational values and its role as the urban edge of the city. Its connectivity with other open spaces helps to knit together Wellington’s open space network.

- > *Example:* The gradual acquisition of reserves has led to piecemeal land management but once the land is spatially connected a more integrated approach is possible. The fencing and farm track infrastructure that was inherited with each separate land block is reviewed at the larger landscape scale and rationalised e.g. to consistently manage open tops, define the main connector route along an entire ridgeline, and to connect species habitat.

3. The Outer Green Belt's diversity, of landscape character and outdoor experience, is a strength to be reinforced.

Continuity does not mean the Outer Green Belt is or should be the same throughout. In fact, it encompasses a great variety of different places, values and activities. Feedback reveals that people visiting the Outer Green Belt enjoy it in many different ways: appreciating peace and quiet or seeking adventure and challenge; exploring sheltered forest or taking in wide views. That diversity is one of its great attributes. The idea of providing all things to all people across the whole of the Outer Green Belt has potential to degrade that diversity of values and experiences. Instead, a more optimal approach is to think about the character of the different parts and the opportunities to have focus areas for certain activities.

- > *Example:* horse riding is not compatible with other recreational uses everywhere but has prominence in Spicer Forest, where the wide forestry roads through the pine plantation and accessibility for the rural Ohariu Valley community make it a suitable environment.
- > *Example:* Elsewhere, where narrow tracks through mature remnant forest cannot be widened or created without damaging the forest, mountain biking is restricted.

If all the activities happened everywhere in the Outer Green Belt it would not offer the diverse recreational experiences Wellingtonians enjoy.

4. People's enjoyment of the Outer Green Belt is grounded in being able to escape to wild places with a strong 'Wellington' sense of place.

The Outer Green Belt contributes importantly to Wellington's reputation as a city people visit for its invigorating outdoor recreation within easy reach. People of varied age and physical ability describe vivid experiences of spaciousness and natural elements when they visit the Outer Green Belt. Ensuring activities are accessible to a wide range of people whilst also being appropriate to the 'wild' sense of place is important.

- > *Example:* the Brooklyn wind turbine and Wrights Hill are places where paved roadways provide drive-on access to the ridgetop environment and the immediate topography on the ridgetop itself is not unduly steep. To enable people with disabilities to experience the spectacular views and the 'wild' ridgetop, facilities and some tracks in the immediate vicinity are designed for wheelchair access and the opportunities are well publicised. For people seeking more challenging recreational experiences, the track network extends out into the more rugged surrounding terrain.

5. Community participation in managing the Outer Green Belt is enabled and supported.

The work of individuals and community groups in helping to protect, enhance and use the Outer Green Belt is enormously valuable. The Council is committed to supporting and encouraging community participation, which underpins long-term sustainability.

- > *Example:* A group of neighbours offers to clear and plant a weedy gully on the edge of the Outer Green Belt. The Council offers advice and materials to support their voluntary work. Others in the neighbourhood see the visible improvements and join in, strengthening the sense of community as well as enhancing the Outer Green Belt's natural values.

6. The Outer Green Belt supports the city's resilience.

The Outer Green Belt reserves provide space to help manage climate change and natural disaster response and preparedness. Communities get to know each other by participating in recreation and environmental enhancement activities (eg pest trapping or planting) and individuals benefit from contact with nature and physical activity.

The Outer Green Belt provides ecosystem services that help keep the city's environment healthy. It helps the city to respond to climate change by helping keep the city compact, storing carbon in its forests and enabling native species to adapt to changing conditions by providing linked habitat. It provides a source of fresh water in emergencies and the vegetation helps stabilise hillsides and slow storm water in heavy rain events. It provides places of refuge for people in disasters

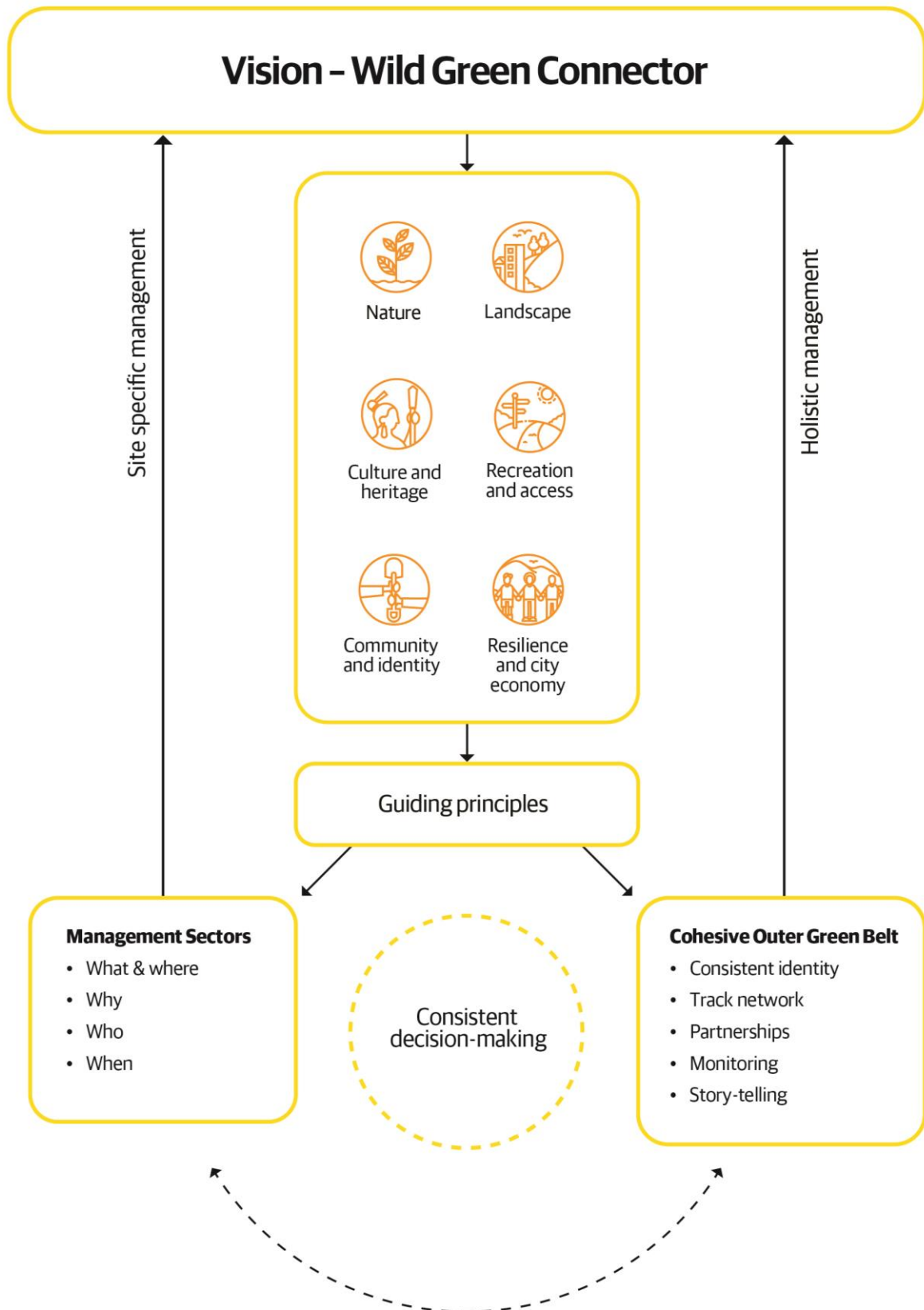
The Outer Green Belt is important to the function of the city and health and wellbeing of the people who live here.

2.3.1 HOW WILL THE VISION AND PRINCIPLES BE APPLIED?

When deciding what to try to deliver across the Outer Green Belt, the primary question is: 'What makes the Outer Green Belt special or different or unique? What things will make the most difference to that – either comprehensively through the whole area, or in particular places?'

As the diagram underleaf shows, the vision and principles will be used as the over-arching elements in the Plan. They will influence decision-making at both the overall scale of the Outer Green Belt and at the scale of the management sectors. The context of the whole Outer Green Belt will be taken into account, weighing up the most suitable combination of environments and activities throughout.

Example: A major objective is the restoration of a broad band of indigenous vegetation as an ecological corridor along the Outer Green Belt. So, too, is the use of the Outer Green Belt for a range of outdoor recreation. Ecological restoration is mainly confined to the flanks and valleys and the open character of most parts of the ridgetops maintained for its suitability as a recreational environment. In this way, a balance is struck between the different elements of Principle 1 and aligned with the other Principles too.



3 DESCRIPTION / KEY VALUES

3.1 VITAL STATISTICS

<p>3,029 ha of reserves and Council-owned land managed as Outer Green Belt open space</p> <ul style="list-style-type: none">> 63% of total reserves and Council-owned open space⁹
<p>29 km along the Outer Green Belt ridges from north to south</p>
<p>377 ha native forest remnants on the Outer Green Belt</p> <ul style="list-style-type: none">> 38% of all native forest remnants on Wellington peninsula
<p>1,308 ha in carbon storage forest under the Government's Permanent Forest Sink Initiative (PFSI)</p> <ul style="list-style-type: none">> 89% of Wellington's PFSI areas are in the Outer Green Belt
<p>162 km public track network in the Outer Green Belt</p> <ul style="list-style-type: none">> 42% of total Council track network> 14 km connected Skyline Track
<p>82,000 Council-supplied plants planted on Outer Green Belt over last 15 years (since last management plan in 2004)</p> <ul style="list-style-type: none">> 29,000 planted by community groups> 30% planted in last four years, reflecting increasing trend <p>100,000+ plants from the Forest & Bird nursery supplied to Zealandia and community groups over 20 years</p>
<p>More than 35 community volunteer groups helping manage the Outer Green Belt reserves</p>

KEY VALUES

Nature

Landscape

Culture and Heritage

Recreation and Access

Community and Identity

⁹ These figures include Council-owned land that is classified or is intended to be classified as reserve under the Reserves Act; other Council-owned land that is managed as public open space but is not reserve land (e.g. Zealandia); and public reserve land that Council manages, or is soon to manage, on behalf of the Department of Conservation e.g. part of Wrights Hill.

Resilience and City Economy

3.2 NATURE

Our Natural Capital, the city-wide biodiversity strategy, aims to protect and restore our indigenous biodiversity. The Outer Green Belt plays a pivotal role in achieving that vision due to its concentration of ecological values and land area.

3.2.1 PAST ECOSYSTEMS AND LAND USE

In pre-settlement times the ridges of the Outer Green Belt would have been almost continuously covered in forest. Most of it would have been diverse rimu/tawa forest, typical of Wellington's inland hill country, which is more frost-prone than coastal areas but less exposed to salt-laden winds. On the highest peaks (Mt Kaukau, Mākara Peak, Hawkins Hill and Te Kopahou) the harsh climatic conditions and poor soils would have seen the vegetation dominated by tough wind-sculpted grey-scrub species. At the southern and eastern margins, where strong salt-laden winds are influential, coastal or semi-coastal forest would have occurred, as well as areas of manuka, coastal scrub and shrublands. All the vegetation and stream environments would have supported abundant fauna including numerous species of birds, invertebrates, reptiles and fish. There would have been considerable diversity in habitats due to the variability of valley, hillside and hilltop site conditions, including different combinations of slope, altitude, soil and aspect and related microclimates with differing exposure to wind, salt, frost, sun and rain.

As a result of human settlement, nearly all the Wellington Peninsula, including the Outer Green Belt, was cleared of the original forest and most was converted to pasture. Even the few forest remnants were modified by such factors as the removal of timber, exposure to weather, grazing, isolation and the effects of weeds and pest animals. In the latter part of the twentieth century, with changing economic conditions and the end of government subsidies, farming on Wellington's hill country became increasingly marginal. On the Outer Green Belt, a few areas were converted to forestry plantations but, generally, pasture on the steep land began to revert to scrub and, in recent decades, large areas have been completely retired from farming. Gorse and native scrub started to take over. Despite frequent fires, the succession of pasture to gorse to regenerating native vegetation became the dominant trend except for the ridgetops and areas of private farmland mainly north of Mt Kaukau.



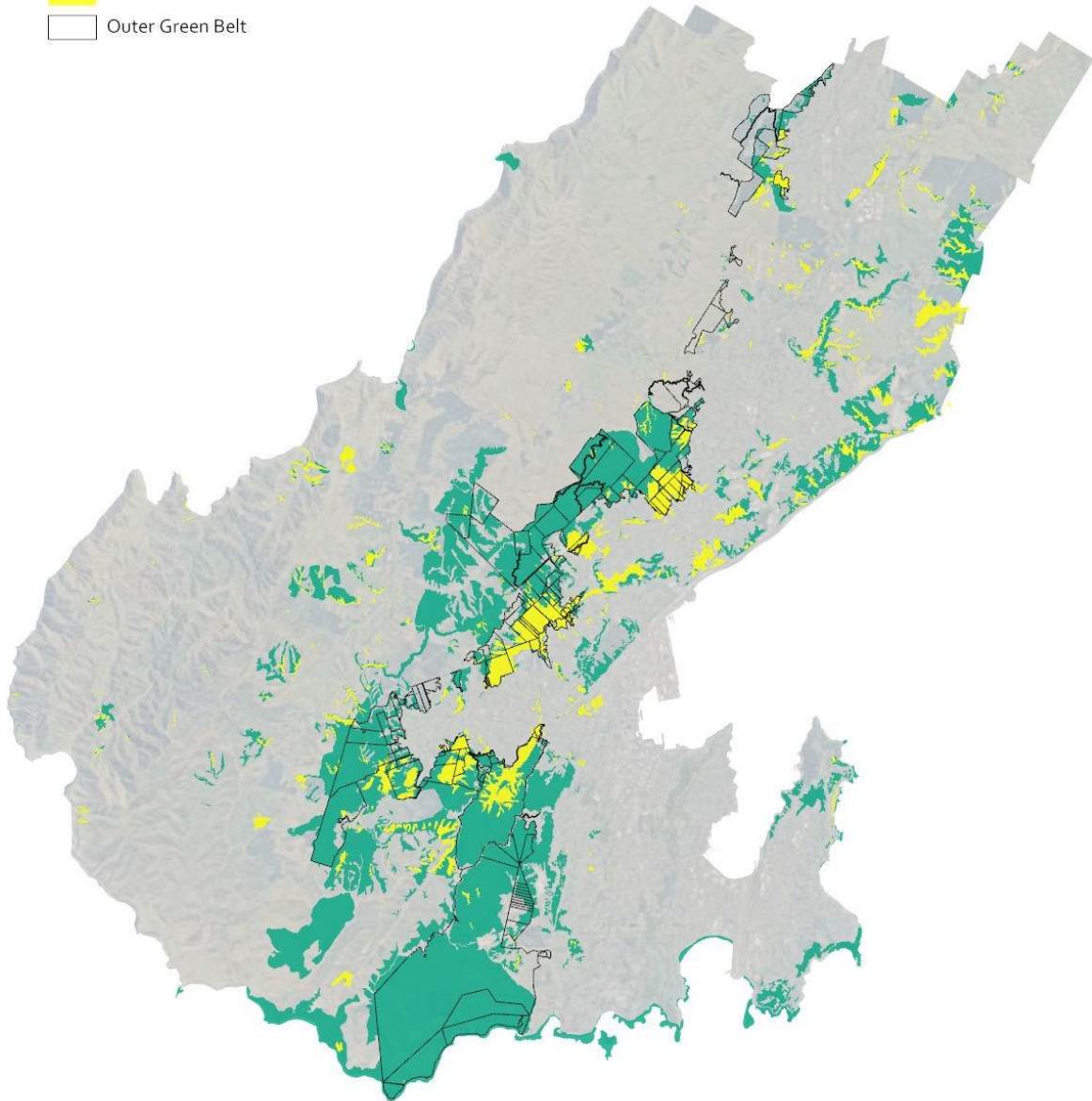
Johnston Hill 1958 (left); Te Kopahou 2017 (right). The last half-century has seen the landscape transformed by succession from largely pasture-covered to gorse to regenerating native vegetation. Similar, slower, succession seems to be starting to happen with Darwin's barberry, as observed at Wrights Hill, but is still to be verified.

In 1999, the primary forest remnants remaining on the Wellington peninsula were identified and mapped. The map under leaf shows how relatively small and isolated they were but notable is the comparative number and greater size of remnants within the Outer Green Belt. In particular, Otari-Wilton's Bush was an unusually large area and its protection, dating back to the early twentieth century, preserved a rare vestige of original forest. Protecting the remnants, with their seed sources, was the crucial starting point from which to begin restoring Wellington's ecosystems.

Areas of High Natural Value

Forest remnant: Any site containing a stand of forest that appears, from the canopy species present, and/or from its ecological character, to constitute a remnant trace of pre-settlement indigenous forest, or a site where species characteristic of the pre-settlement forest are present within the canopy.

- Important Natural Area
- Forest Remnant
- Outer Green Belt



The comparatively large area and connectivity of important natural areas in the Outer Green Belt, as well as the number of larger forest remnants, is notable.

3.2.2 NATURE TODAY

Implementing the Council's *Biodiversity Action Plan 2007* and then *Our Natural Capital, Wellington's Biodiversity Strategy and Action Plan 2015* has influenced the Outer Green Belt's management in recent years – deliberately resetting our relationship with and behaviour towards nature. These plans brought together various earlier initiatives aimed at enhancing natural succession, better connecting natural areas, protecting threatened species and protecting and enhancing streams. Large-scale programmes of integrated pest management, restoration planting and reintroduction of locally extinct species have benefited the Outer Green Belt's biodiversity.

The Outer Green Belt's natural values and its role as a continuous northwest-southeast ecological corridor are key to the aims and objectives of *Our Natural Capital*. Many of the programmes and work undertaken or referred to under this plan align with the objectives and actions of that strategy; some are part of city-wide programmes whilst others might be restricted to a management sector or particular area of the Outer Green Belt.

As the map of areas of high natural value shows, the forest remnants in the Outer Green Belt are becoming increasingly connected into a continuous corridor of native vegetation as was proposed in the 2004 Outer Green Belt management plan. The preliminary results of an ecological review carried out in 2016, indicates that most of the land south of Johnsonville Park is potentially now a series of connected areas of high natural value. The concentration of sites in the Outer Green Belt compared to the rest of the Wellington City area is striking.

In broad terms, areas of high natural value rank highly in one or more of the following criteria:

- are representative of ecosystems or habitats under-protected or no longer commonplace;
- contain rare and/or threatened species;
- are highly diverse ecologically or contain a rare or nationally uncommon ecosystem or biological community;
- connect, or are rare or diverse, ecosystems and habitats, or provide habitat for protected or threatened indigenous species.

Some areas of the Outer Green Belt are particularly known for their biodiversity value and are at the heart of efforts to gradually expand and restore ecosystems into a connected network. From north to south these areas are:

- Westhaven Bush / Redwood Bush: (refer management sector 1);
- Johnsonville Park / Khandallah Park: (refer management sector 3);
- Otari-Wilton's Bush/Johnston Hill: (refer management sector 4);
- Wrights Hill/Zealandia: (refer management sector 6);
- Waipapa Stream and valley (refer management sector 7);
- Spooky/Hape Gully: (refer management sector 7).


Around these areas, are many small pockets of high value ecosystems and large tracts of regenerating vegetation are developing in diversity of plant species, connecting forest remnants and providing more habitat for indigenous wildlife; serving as wildlife corridors and providing conditions suitable for a wider range of species to gradually establish. While gorse and Darwin's barberry are still prevalent in many areas, and while there are occasional pine plantations and other scattered exotic plant species, secondary native vegetation is gradually emerging as the dominant cover. The range of environmental conditions and history of land use has produced a mosaic of plant communities at different stages of transition from open grass through to tall forest. The successional process is slower on the more exposed tops and drier north-facing slopes but scrub is visibly advancing up to these areas in many places.

Native birdlife, too, has been increasing, as it has through much of the city. Tui, for instance, are much more prolific and kākā, which were reintroduced into Zealandia in 2002, are living in the suburbs and other open spaces, including the Outer Green Belt. Of great importance ecologically, is the increase in the number and distribution of kereru, a key species in the dispersal of native canopy tree seeds. They are now a common sight in and around Otari-Wilton’s Bush, the main location of mature native canopy in Wellington, and in Zealandia.

Our knowledge of the biodiversity in the Outer Green Belt continues to expand. We are now starting to learn more about the lizards of the area, for instance, and we are also learning more about our freshwater fish through partnerships with Greater Wellington Regional Council. Nevertheless, there is still a lot to learn, particularly in regard to the invertebrates that inhabit the area. Research, which is a strand in *Our Natural Capital*, is important to help understand how best to care for nature in the Outer Green Belt.

The main exception to the pattern of reverting farmland is north of Johnsonville Park, on Totara Ridge, Ohariu Ridge¹⁰ and on the western flanks facing Ohariu Valley, where private farmland remains predominantly in pasture. Nevertheless, several small areas of high ecological value occur within this farmland and there are larger areas at the north end of the Outer Green Belt, notably in and around Westhaven Bush, Spicer Forest and Redwood Bush/Larsen Crescent Bush.

The majority of survey respondents in 2017-2018 supported the following ecological restoration activities in all areas of the Outer Green Belt; on average as follows:

	Support	Neutral	Oppose
Native planting	95%	3%	2%
Pest animal management	92%+	5%	3%
Weed control	91%+	5%	4%

3.3 LANDSCAPE

3.3.1 TODAY’S LANDSCAPE

The Outer Green Belt ridges are one of a series of broadly parallel northwest-southeast ridges and valleys in Wellington formed by tectonic uplift along major fault lines. The higher ridgetops and summits, with their characteristic rocky outcrops, are remnants of an ancient eroded plateau (peneplain). In the case of the Outer Green Belt, the remnant surface provides an almost continuous undulating landform broken only where the Karori Stream flows between Mākara Peak and Wrights Hill and with only two low saddles – where Ohariu and Mākara roads cross. The higher peaks are remarkably consistent in height along the entire 29-kilometre length, although overall, the ridgetops are lower and more rounded in the north and higher and more rugged from Mt Kaukau south. Hawkins Hill, at 495 m, is the highest point in the Outer Green Belt. The skylines of the Outer Green Belt include many of the city’s highest and most popular viewpoints.

Today’s landscape reflects the progress that has been made towards the vision in the 2004 Outer Green Belt management plan of restoring ‘a broad and continuous band of indigenous vegetation. . . mainly along the eastern slopes’. The east (city) side is now mainly covered in native forest, regenerating vegetation and a few areas of plantation forest, except between Old Coach Road and

¹⁰ For the purposes of this plan, Ohariu Ridge runs from the Ohariu Valley Road saddle to the saddle at the head of Ohariu Stream. The northern part of this ridge has formerly been called ‘Spicer’s Ridge’ and the southern part, ‘Best’s Ridge’.

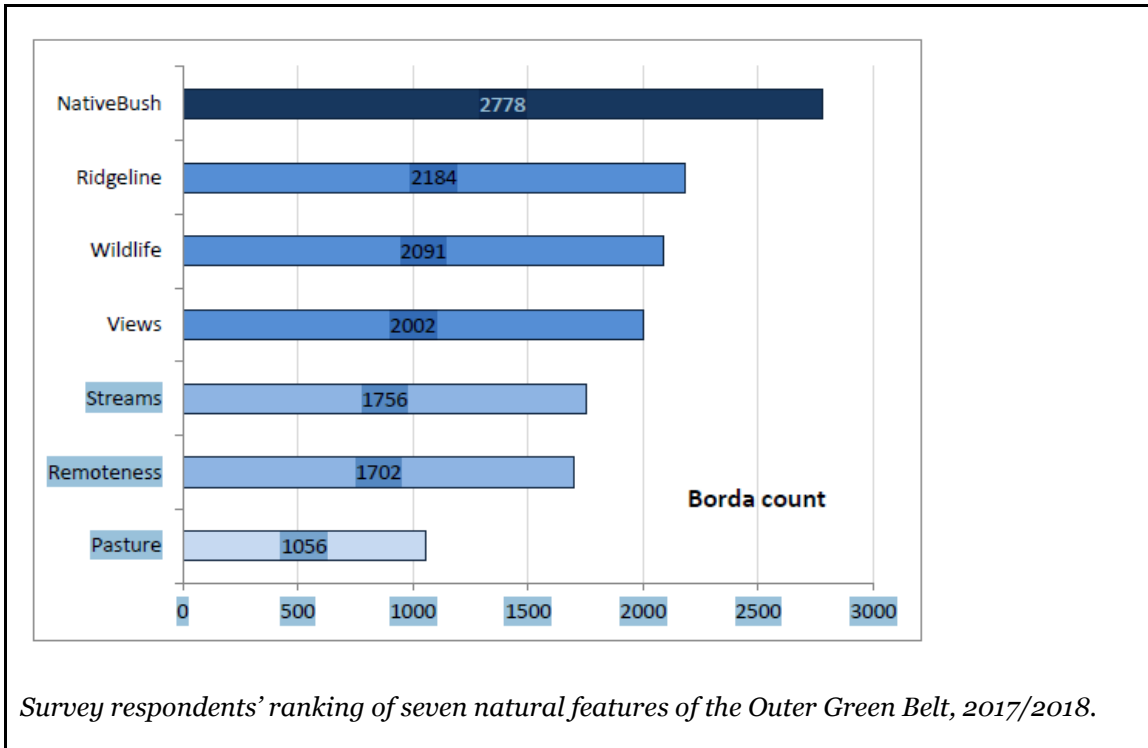
Redwood Bush. The hilltops and the western (rural) flanks of the ridges are more open and pastoral in character although pasture is increasingly reverting to scrub on the steeper land, especially south of Mākara Road, where there has been no grazing on the Outer Green Belt reserves for some time. Viewed from the city and suburbs, the Outer Green Belt is seen as a forested ‘natural’ backdrop; viewed from the countryside areas of Ohariu and Mākara , it is still a largely rural landscape.

The relative absence of built development on the Outer Green Belt is important to its character and urban containment role although there are built features involving earthworks or structures, including: roads and tracks; utilities for telecommunication, electricity supply, water supply, landfill and former defence purposes; and features associated with farming, recreation and conservation activities including fences, stockyards, signs, shelters and buildings. Some features are of historical significance (see section 3.4).

3.3.2 LANDSCAPE EXPERIENCE

Contact with nature, the often boisterous weather, the sense of separation from the urban environment and the panoramic vistas add up to a landscape experience that feels surprisingly remote although close to the city.

The ridgetops provide a memorable threshold for visitors –urban one way and rural the other way – with spectacular views over farmland, city, harbour and beyond to distant mountains, Cook Strait and even the South Island. The forested eastern flanks and stream valleys add to the variety of environments people can experience and are important in the way that the Outer Green Belt is perceived as a landscape feature, as revealed in the 2017/2018 survey, in which respondents ranked native bush as the most important of seven listed natural features (see chart below).



3.3.3 CONTINUITY AND URBAN EDGE

The increasing spatial continuity of the Council’s Outer Green Belt reserves is a key element. It is increasingly a green corridor connecting up nature and offering extensive inter-linked recreational opportunities from north to south. The sheer size of this combined open space provides for values that smaller, separated open spaces cannot.

The almost continuous line of steep ridges and hills has provided a natural edge to the city that has historically influenced the city's form by limiting westward urban expansion. The completion of the Outer Green Belt is identified as a key action in the *Wellington Urban Growth Plan 2014-2043*. By kerbing urban development, the Outer Green Belt helps to keep the city compact, with benefits for

Wellingtonians live within the hills, look at the hills and play in the hills – often all three!





transport efficiency, reduced infrastructure and liveability. Further additions to the Outer Green Belt are considerations in the current structure planning in the northern suburbs.

The increasing continuity of the Outer Green Belt reserves also means the people who live here see its open spaces as part of their environment from many different places around the city, in both distant and local views. Locally, it can be a highly visible part of each suburb's distinctive character and, at the city scale, it reinforces the city's identity as a place of hills, skylines and wild nature.

3.4 CULTURE AND HERITAGE

The Outer Green Belt landscape holds stories of settlement, changing land use and events that reflect historic change and development of the entire City as well as local communities. A number of (often interwoven) broad themes are evident. Even this plan and its predecessors are a record of the changes that have happened on the ground as well as a record of our changing perceptions, values, expectations and hopes for our extraordinary Outer Green Belt.

3.4.1 SETTLEMENT, LAND & RESOURCE USE

Māori settlement

The history and traditions related to the area that is now known as the Outer Green Belt go back to the earliest arrival of Māori in Wellington. That time was arguably 850 AD, but perhaps nearer 1200 AD. Ngāi Tara were probably the first Māori to settle in the Wellington area, constructing pā, developing gardens and using the wider area to gather food. Before Ngāi Tara were others, more of the hunter-gatherer groups known by some as the Kāhui Mouna, who moved around taking advantage of the natural resources of the region.

Settlement was mainly around the Wellington coastline, including the coastal area at the south end of the Outer Green Belt, recognised in the Wellington City District Plan as the Rimurapa Māori Precinct. Identified sites of significance to mana whenua within the Outer Green Belt include karaka groves associated with settlements, the sites of Makure Rua Pā, Taumata Pātītī Pā and Whare Rairekau kāinga/settlement, and the Pari Whero cliff (also known as Red Rocks). Inland, Māori used the Outer Green Belt as a rich hinterland of resources. The plants and animals of the forest and stream environments provided plentiful food as well as materials. Māori also crossed the central ridges when travelling from the harbour to the west coast via the Ohairiu – Thorndon Track, which is also recognised as a site of significance in the district plan.

After 1840, when the first New Zealand Company ships began to arrive at Port Nicholson (Wellington), mana whenua were gradually displaced from the Wellington area. However, Māori names for places in the Outer Green Belt reflect mana whenua's connection to the land and are also often descriptive of features that we still recognise or that once were. For instance, mana whenua called the central ridge from Mākara Peak to Mt Kaukau 'Te Wharangi', meaning 'broad open space' and also called Mt Kaukau by the alternative name of 'Tarikākā', meaning 'where the parrots rested'.¹¹ The Pari Whero cliff on the south coast is also associated with various Māori legends relating to Māui and Kupe.

In 2003, the Waitangi Tribunal found that at 1840 the iwi groups that had take raupatu¹², or rights of conquest over all the lands within the Port Nicholson block, which includes the Outer Green Belt, were: Te Ātiawa, Ngāti Ruanui, Taranaki, Ngāti Tama and Ngāti Toa Rangatira. Historical claims under the Treaty of Waitangi were settled under the Port Nicholson Block (Taranaki Whānui ki te Upoko o te Ika) Claims Settlement Act 2009 and the Ngāti Toa Rangatira Settlement Act 2014. The Council now works with its mandated iwi mana whenua entities and the wider Māori community to build on and maintain good relationships.

Farming

¹¹ <https://teara.govt.nz/en/wellington-places/page-5>

¹² Take raupatu refers to rights associated with conquest and is described as interests in: "...a wider area in which a group had more general rights by virtue of having participated in the conquest of that area, provided the group had sufficient strength to sustain those rights."

Forest cover on the Outer Green Belt ridges had largely disappeared by the late nineteenth century, cleared by European settlers to make way for farming, which played an important part in the local economy for many years. Although suburban Wellington expanded inland from the original settlement, most of the steep difficult-to-develop Outer Green Belt remained in pastoral sheep and cattle farming until the latter part of the twentieth century when the withdrawal of farming subsidies made farming on much of the land uneconomic. As described in the nature section, large areas have since reverted to scrub and forest cover. The present-day landscape holds traces of the former farming activities in such features as old fence lines and fence posts, rural tracks, stock yards and shelter planting. The remaining open hilltop areas are a reminder of the former farming landscape.



Totara gate post near Bell's track

Timber resources

Timber from the original native forests of the Outer Green Belt was an invaluable resource for both Māori and European settlers. The forests provided much-needed firewood for heating and cooking. Māori used timber to build structures and used entire large trees for making waka.¹³ Large trees were also useful to European colonists for ship masts. Although much of the forest was cleared in the nineteenth century by burning, timber was also logged and processed for a wide range of purposes, such as buildings, furniture, ships and carts. Traces of the former logging activities can be seen in features such as former pit sawing sites, old tree stumps and logs, and old farm structures made from native timber such as totara.

In the later twentieth century timber production re-emerged as a land use when farming became less viable, with exotic conifer plantations appearing in places, bringing a new element into the productive landscape. A number of the plantations in the Outer Green Belt have since reached maturity but have not been harvested due to several factors including changes in ownership, unviable economics and new attitudes favouring management to allow native forest to regenerate instead of harvesting.

Mining and quarrying

A minor gold rush followed the discovery of alluvial gold in the upper Kaiwharawhara Stream in 1869. Gold mining operations were set up in the upper Kaiwharawhara valley and also at Tawa Flats, mainly during the 1870s, to excavate and crush what was hoped to be gold-bearing quartz. Although nothing of significance was ever found, a number of former gold prospecting shafts and other related remains still exist in the Outer Green Belt.

It is likely that minor quarrying would also have occurred in places on the Outer Green Belt to produce rock for metalling local roads, although little is known about this.

Nature conservation

Changing attitudes to nature and conservation evident in the Outer Green Belt's history parallel a wider story in New Zealand. The historic changes on the Outer Green Belt exemplify changing attitudes from colonial times, when the natural environment was exploited for its resources and often perceived as a barrier to settlement (as in the case of forest cover). With time, greater understanding and appreciation of New Zealand's unique biodiversity saw a gradual change in attitudes and an increasing realisation of the need to protect nature and ecosystem services. This theme is evident in the broad changes in land management on the Outer Green Belt and even more so at specific places associated with the conservation movement, where local individuals or communities have sought

¹³ Boffa Miskell, *Thematic Heritage Study of Wellington*, p. 30

(and fought) to protect natural values. The widely known Otari-Wilton's Bush and Zealandia Eco-Sanctuary are two nationally significant examples of visionary leadership in nature conservation.

A further thread in the conservation story is the increasing recognition in the last several decades of the role that nature conservation and ecosystem services play in providing resilience to the City in the face of climate change or natural disasters. This recognition has seen some historic stories come full-circle, such as the return of forest cover to the hills of the Outer Green Belt with benefits flood risk management, water quality and water supply. The Outer Green Belt itself is a part of the nature conservation story, having been conceived at least in part for protection of landscapes and natural values.

3.4.2 PUBLIC UTILITIES /INFRASTRUCTURE

The Outer Green Belt – so conveniently close to the growing city – has attracted a variety of public utility uses that exemplify aspects of Wellington's historic development. Some of these uses continue; others have been decommissioned or adapted to new use. An interesting thread within this theme is that of changing attitudes to use of the land for infrastructure. Historically, such use was largely driven by need, cost benefit and convenience but, with time, attitudes changed as citizens sought to protect the land as open space with undeveloped skylines – questioning further utility development and seeking the creation of the Outer Green Belt as a protected area.

Transport

The steep ridges of the Outer Green Belt have always presented a barrier between east and west in the district.¹⁴ The historic crossing places are a reminder of the arduous journey that early inhabitants faced. These places include the well-known and heritage-classified Old Coach Road; the historic Māori Ohariu-Thorndon track and the nearby Bell's track that both cross Te Wharangi ridge near The Crows Nest; and the former bridle trail at the Mākara saddle. Today there are still only two public roads that connect the rural communities with the city – Ohariu Valley Road and Mākara Road.

There are still only two public roads that connect the rural communities with the city across the Outer Green Belt – Ohariu Valley Road and Mākara Road.

Other routes of historic interest in the Outer Green Belt include old farm and other access tracks that are associated with early settlers or historic uses. More latterly, the development of the recreation track network is, at the very least, history in the making, with the trend in recent decades towards community volunteers building special-purpose tracks and the integration of the local track network with regional and national tourism routes such as the Skyline Track and Te Araroa Walkway.

Water, electricity and telecommunications services

Not unexpectedly, the elevated landforms of the Outer Green Belt have attracted certain types of utility development. Water reservoirs were developed on elevated sites in order to provide high pressure water to outer suburbs. An early example was the now-decommissioned reservoir in Johnsonville Park, although a number of more recent tank reservoirs still exist. The development of telecommunications during the twentieth century also saw installations developed that required high points for clear transmission. The radio masts on Wrights Hill, television and radio transmitter on Mt Kaukau (1965) and the airport radar dome at Hawkins Hill are all examples. Growing demand for electricity supply, saw the development in the 1960s of the HDVC transmission lines on Te Wharangi ridge to carry hydro-power to the North Island from the new Cook Strait undersea cable and the first wind turbine in Wellington was built on the necessarily windy high ground near Polhill in 1993.

Valleys in the Outer Green Belt have not been exempt from utility uses. The dams and related infrastructure in Zealandia date from the nineteenth century, when the upper Kaiwharawhara Stream was used for city water supply purposes. The lower dam, completed in 1878, is a Heritage New

¹⁴ Ridgetops study, p. 95

Zealand category 1 historic place and the upper dam, completed in 1908, is a category 2 historic place. Both are listed in Engineering New Zealand's register of engineering heritage. Typical of many water supply areas in the country, both the upper Kaiwharawhara catchment and the Johnsonville Park catchment were long managed to protect forest cover and are now recognised for their natural values. Storm water management and emergency water supply from streams and springs is another aspect of the valley environments that has become increasingly important with urban expansion. In some cases, infrastructure has once again been developed e.g. the water retention dam at Stebbings Stream and the emergency water supply stations at Khandallah Park and Fitzgerald Place in Karori.

Defence

During World War II, defence fortifications were built at Te Rimurapa (Sinclair Head), Polhill and Wrights Hill where the elevated sites enabled the harbour and harbour entrance to be kept under observation in case of attack. The Wright's Hill Fortress Restoration Society has been active for many years in restoring the complex on Wright Hill, the most extensive in Wellington, and running public open days. Other defence-related features on the Outer Green Belt include former military roads above Tawa and recently rediscovered military bunkers at the foot of Mt Kaukau.

3.4.3 PEOPLE AND COMMUNITIES

There is also much local history associated with the people who lived on or near the ridges of the Outer Green Belt. There are stories about families and individuals, and collective stories associated with local communities and the interest groups associated with the Outer Green Belt.

Early settlers and farming families

Farming families and personalities, farmed the hills of today's Outer Green Belt from well back in the nineteenth century. Some were influential in the development of local communities and in civic affairs in Wellington. They are remembered in place names and local histories. They include: Charles and Catherine Duncan who had a farm extending over the ridge above Lindenvale and are remembered in several local place names; the Stebbings, after whom Stebbings Stream is named, who farmed in what is now the Glenside area; John and Henry Kilmister, who farmed most of Te Wharangi ridge between Mt Kaukau and Mākara Saddle, after whom the 'Kilmister Tops' are named. The suburb of Lindenvale is named after Charles Duncan's farm 'Linden Vale' and the suburb of Wilton for the Wilton family who farmed in the mid-Kaiwharawhara Valley. Johnston Hill was named after John Johnston, an early settler who arrived in Wellington in 1843 and later bought the land from the pakeha owner, Judge Chapman. Wrights¹⁵ Hill is thought to be named after John Wright, a landowner and Wellington provincial councillor in the 1860s. Many descendants of these early settlers still live in Wellington.

Communities

The communities that developed in the valleys east and west of the central ridgelines also have ties to 'their' part of the Outer Green Belt. Originally, the small outlying settlements would have had strong farming connections to the land which would have continued even as the settlements grew into suburbs. Some place names appear to have originated in local descriptive usage, such as The Crows' Nest viewpoint above Ngaio, referencing the lookout on sailing ship masts. The farmland provided places to walk and a rural visual setting that contributed to each area's sense of identity. At times, local communities actively defended 'their' part of the Outer Green Belt, as with the controversies over proposed residential developments near the Old Coach Road above Johnsonville and below The Crows Nest in Ngaio. As the Outer Green Belt reserves have grown, and appreciation of its values, local interest groups have also sprung up and become involved in voluntary restoration and awareness projects in numerous places.

Public recreation

¹⁵ Wrights Hill has become the common usage, although it was gazetted officially as 'Wright Hill', and the official name for the road is 'Wrights Hill Road'.

The growth of outdoor recreation on the Outer Green Belt is another historic thread that parallels a wider trend in society. Over time, recreational activities and the public provision for recreation has diversified from a focus on organised sport in sports grounds to a wider variety of outdoor recreation in many types of location. An early example in the Outer Green Belt is the popularity of Wilton Bush as a picnic spot in the nineteenth century and the St Johns pools in Birdwood Reserve. For many years recreation on the Outer Green Belt was constrained by private land ownership although some hill walking did happen. In the latter part of the twentieth century, as more of the land came into public ownership, outdoor recreation opportunities opened up. Track and public facilities have been gradually developed, including areas for specific use, such as the Mākara Peak Mountain Bike Park, developed since 1998. Public recreation is now a major land use within the Outer Green Belt.

3.5 RECREATION AND ACCESS

The Outer Green Belt offers a wide range of outdoor recreational opportunities that are relatively accessible to local communities and the city at large whilst offering a sense of escape from the urban environment. People enjoy a variety of often-contrasting experiences including contact with nature, physical activity, exhilarating weather, peace and quiet, beautiful views. For many, sharing these experiences with others is part of the fun.

3.5.1 WHAT DO PEOPLE DO ON THE OUTER GREEN BELT?

The type of recreation most associated with the Outer Green Belt is ‘active outdoor recreation’, often involving movement through the natural environment. The environment itself is the main attraction and the track network is the main way to facilitate people’s enjoyment of it. Instead of sports fields or club buildings, facilities are generally of a simple ‘comfort stop’ nature. A few places near main entrances offer more intensive facilities that cater for all ages and abilities; such as short gently graded walks, information and amenities, at Khandallah Park or Otari-Wilton’s Bush.

Recreational activities on the Outer Green Belt include:

- walking/tramping
- running/jogging
- mountain biking and e-biking
- sightseeing and photography
- picnicking
- dog walking
- orienteering
- horse riding (in certain areas only)
- nature conservation volunteering – planting, track maintenance, weed control and predator trapping.
- events such as mountain bike competitions, mountain running races and 4WD day trips
- naturalist activities such as bird watching, botanising and guided nature walks
- rock climbing
- geocaching and outdoor reality gaming
- diving.

Some activities that were not contemplated in the 2004 management plan have emerged, such as drone flying, geo-caching and a proposed zip line above Carey’s Gully. Organised events, too, have become more varied and popular, including open days at the Wrights Hill fortress; the annual Mt Kaukau challenge for 5-15 year-olds; regular mountain biking championships at Mākara Peak Mountain Bike Park; and the Xterra and WUU2K (Wellington Urban Ultra 2K) endurance mountain and trail running events. The idea of providing for overnight camping (possibly in a hut) in more remote areas has been suggested.

A wide range of interest groups represent the recreational users. There are groups specifically representing walkers, mountain bikers and cyclists, horse riders, harriers, buggy walkers, trail builders, cross country vehicle drivers, and orienteers. Residents and progressive associations also

Many visitors are locals who mainly frequent their own part of the Outer Green Belt but there are a number of destinations or opportunities that attract visitors from well beyond the local area, including regional, national and international visitors. Well-known destinations include Redwood Bush, Old Coach Road, the Skyline Track, Khandallah Park, the Mt Kaukau lookout, Otari-Wilton's Bush, Johnston Hill lookout, Mākara Mountain Bike Park, Wrights Hill lookout, Zealandia, the Brooklyn wind turbine and Hawkins Hill viewpoint, and the coastal Te Kopahou Visitors Centre. These destinations are well linked by the track network, which people use locally.

3.5.3 ACCESS AND AMENITIES

The track network people use to walk, bike and run is the principal recreational infrastructure in the Outer Green Belt.

Most recreational opportunity in the Outer Green Belt depends on the availability, suitability and design of the access network. Experiencing the natural environment is the basis of most of this recreation and is emphasised by the relative absence of built features.

The existing access network is greatly varied. There are wider old farm tracks and utility access roads; purpose-built recreation tracks of varying widths and quality; 'desire line' tracks that have been worn in simply by use; and less formed routes across open country. Some tracks are extremely steep, others of easier or undulating gradients. Most tracks are unpaved, the exceptions being relatively short distances of public road at Ohariu and Mākara Road saddles, Wrights Hill Road and the paved road to Brooklyn wind turbine and Hawkins Hill summit. Complex local networks at Otari-Wilton's Bush, Mākara Peak Mountain Bike Park and Zealandia, provide for shorter and longer routes and loops within relatively self-contained areas. Collectively, the network provides tracks of varying lengths suitable for different abilities and levels of fitness although not everywhere. The numerous entrances to the Outer Green Belt along its length are generally low-key in the level of signage, information or other facilities provided and are not specifically signalled as being entrances to the Outer Green Belt.

The 2004 management plan emphasised securing public access and developing the track network to deliver a continuous route from north to south, with local connections. Since then, considerable progress has been made. The Skyline Track is now accessible from the south coast to Old Coach Road and the purchase in 2018 of land at the Ohariu Valley Road saddle has filled another gap. There is potential for more reserves and recreational access linked to future housing in the Upper Stebbings Valley. Since 2004, the national Te Araroa Walkway has been routed through parts of the Outer Green Belt – at Spicer Forest and from Old Coach Road along the Skyline Track for a distance. More mountain biking tracks have also been developed at Mākara Mountain Bike Park, Wrights Hill and along the Hawkins Hill/Te Kopahou ridge, much of it constructed by volunteers.

Future management and development of recreational access on the Outer Green Belt will be guided by the Council's *Open Space Access Plan 2016*, which is aimed at improving open space access opportunities to benefit local citizens and communities by providing equitable distribution and choice of opportunities whilst also providing for tourism. The *Wellington Regional Trails for the Future 2017*, also outlines a framework for developing the region's trail network as a world-class destination for trail-based recreation. It is still being developed and each territorial authority will decide the extent to which the framework aligns with its own management objectives. The framework identifies a number of outstanding 'Signature Trails' and significant 'Regional Trails' for development and promotion, including the following in the Outer Green Belt.

Regional Trails (partly in Outer Green Belt)	Signature Trails
> Polhill Reserve – Brooklyn wind turbine – Te Kopahou Reserve	> Mākara Peak Mountain Bike Park > Skyline Track

> Northern Walkway	
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Already, the Outer Green Belt is attracting increased use¹⁶, which is likely to continue as proposed development and promotion is implemented. Increased use inevitably raises questions about impacts and how to manage them. When we asked about reviewing this Plan, common concerns had to do with how to manage increased use in itself; whether or not to develop and/or upgrade more tracks and, if so, to what standards; and compatibility between different users, most particularly between walkers, runners, mountain bikers, e-bikers and dog walkers. The compatibility of recreational use with grazing stock was also a concern. Other needs identified included better information, signage and way-finding; and more facilities such as toilets, drinking water, seats, rubbish disposal and, perhaps in exposed places, shelters.

The over-riding issue is how to balance providing for different user groups and experiential preferences with the need to ensure that development of the track network does not compromise the other open space values and reasons why people want to recreate in the Outer Green Belt. The issues and opportunities are addressed in more detail under the general policies in Part 4 and, where required, in the appropriate management sectors.

3.6 COMMUNITY AND IDENTITY

3.6.1 COMMUNITY PARTICIPATION

The Outer Green Belt concept was advocated by community groups from the 1960s and, since then, a wide range of groups, landowners, recreational users and members of the science community have become involved in hands-on projects in many parts of the Outer Green Belt. Without their efforts far less could be achieved.

The growth in outdoor recreation and volunteering of one sort or another has been a key change since the 2004 management plan. Through strategies dealing with biodiversity, open spaces, community wellbeing and recreation, including *Our Natural Capital*, *Capital Spaces* and the *Open Space Access Plan*, individuals and community groups have been encouraged to become actively involved in helping to manage the city's open spaces. With Predator-free Wellington, for instance, predator control is being done by volunteer groups within the reserves and by neighbours trapping in their back yards. As well as helping to stretch the Council's resources further, participation brings multiple other benefits including health and wellbeing through exercise, social interaction and contact with nature; a sense of empowerment through having greater influence and being able to 'make a difference' to the environment; learning more about 'our places'; and strengthening people's sense of community, belonging and kaitiakitanga (guardianship).

¹⁶ Anecdotal observation from Parks, Sport and Recreation staff



3.6.2 HOW WELL RECOGNISED IS THE OUTER GREEN BELT?

Underpinning the 2004 Outer Green Belt management plan was the objective to ‘unite (and manage) the area as one single, yet complex, entity’ and promote it as ‘one of the world’s best urban green belts’. For the concept to be viable it had to be consistently understood and supported by all stakeholder communities and be consistent with other Council strategies. So how well is it known now and how well does it fit, strategically?

Overall, the Outer Green Belt is recognised and supported in the Council’s strategic framework (see section 1.1.6 and Appendix II) and the Council has made progress on making the Outer Green Belt better known by working extending the Skyline Track and working with the community on projects. However, resident surveys and feedback indicate that many people are still unaware of the Outer Green Belt as a distinct entity, although they might recognise and visit certain parts of it. It is still not as well-known as the Wellington Town Belt.

From a strategic viewpoint, the Outer Green Belt’s open space value will grow as the city grows and that should be recognised. As already mentioned, it brings multiple benefits to the city at a large scale: – urban containment and connected open space for people to recreate and live alongside nature. Promoting awareness of the Outer Green Belt could help reinforce its recognition, protection and use. An important aspect of that will be developing a consistent and appropriate identity in the design of information, signage and facilities.

3.7 RESILIENCE & CITY ECONOMY

3.7.1 RESILIENCE

The Outer Green Belt contributes to another focus in the Council’s strategic framework – city resilience. The *Wellington Urban Growth Plan* emphasises the importance to resilience of keeping the city compact and protecting the natural environment. The *Wellington Resilience Strategy 2017* emphasises the need, in the face of natural disasters and climate change, for the environment to be healthy and robust and communities connected and empowered. In June 2019, the Council declared an ecological and climate change emergency and adopted *Te Atakura First to Zero, Wellington’s blueprint for a Zero Carbon Capital*. The Outer Green Belt contributes to the city’s resilience and climate change response in a number of ways..

Ecosystem services on the Outer Green Belt are already strengthening the city’s resilience by helping to maintain clean water and mitigate effects of extreme weather. The Outer Green Belt encompasses a large proportion of the city’s stream catchments, where vegetation cover is improving water quality

by holding soil, retaining and filtering water in floods and drought periods, and storing carbon. More than 1,300 ha have been registered to sequester carbon under the Permanent Forest Sink Initiative (see the map on page 33). The potential and implications of Emissions Trading schemes is a rapidly changing area at the present time. Carbon farming and trading schemes will need to be monitored and carefully considered to obtain any potential value while continuing to protect and enhance the Outer Green Belt values.

The Outer Green Belt's skylines and backdrop of accessible open space contributes to Wellington's unique identity, underpinning its growing reputation as a biophilic city; a place where living close to nature offers an improved quality of life, work and play, and as a place of beauty and adventure. The Outer Green Belt's natural environment is also a substantial asset in the city's economy by way of the 'ecosystem services' it delivers that help to keep Wellington a healthy, prosperous and sustainable place to live. Those services include breathable air, drinking water, soil, plant materials, carbon storage, stormwater retention and soil conservation (see more in *Our Natural Capital*, p.9).

When people meet and form groups to undertake shared activities on the Outer Green Belt, they develop a sense of common identity, connection with and knowledge of the land in their local areas. That, in turn, strengthens community resilience in disasters because people know each other, are aware of who has useful skills and know their local area.

In civil defence emergencies, when built-up areas may be severely damaged and feel unsafe, the open spaces of the Outer Green Belt can provide comparatively safe gathering places, water supply and alternative movement routes via the track network if road and rail transport is disrupted. A tangible example is the community water station installed at Fitzherbert Place in Karori, which will draw emergency water from the nearby stream. Ecosystem services in the forested catchment will improve the reliability and quality of the water and the open space at the water station will be a gathering place for people.

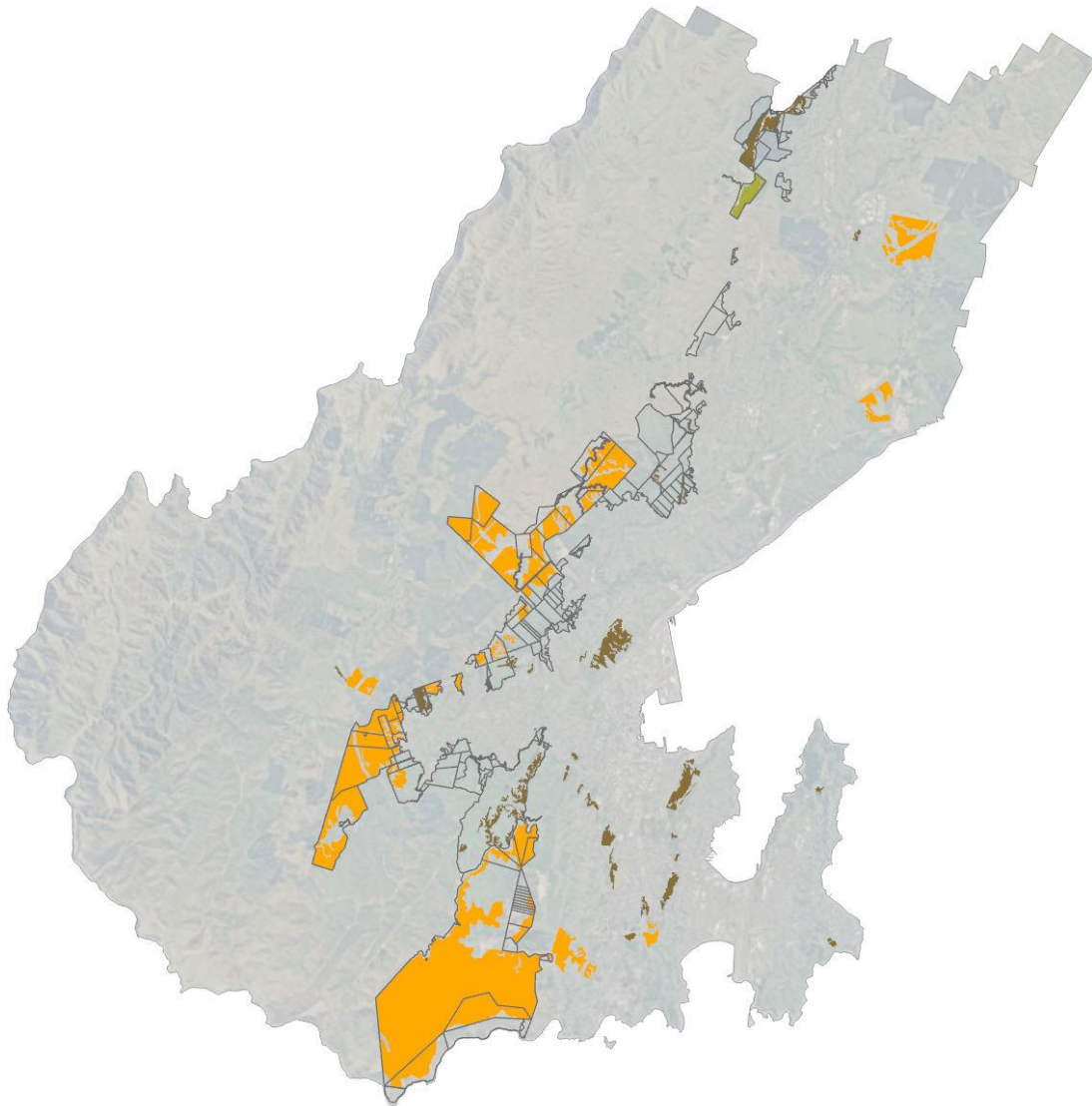
3.7.2 CITY ECONOMY

The Outer Green Belt contributes a number of tangible and intangible economic benefits.

Already, such destinations as Otari-Wilton's Bush, Zealandia, Mākara Peak Bike Park, the Brooklyn wind turbine, Mt Kaukau summit, the Skyline Track and Wrights Hill fortress are popular destinations that attract regional, national and international visitors as well as citizens. Te Araroa Trail brings visitors into the City via parts of the Outer Green Belt as well. The associated activity helps to support businesses and promote Wellington as a destination.

Access to the reserves so close to the city is a point of difference that attracts people to live and work in Wellington. The Outer Green Belt is an integral part of the way the city looks and the reputation of the city as a city set in a natural environment.

Wellington's Carbon Forests



- Outer Green Belt
- Permanent Forest Sink Initiative
- Post-1989 Emissions Trading Scheme
- Pre-1990 Emissions Trading Scheme

4 GENERAL OBJECTIVES AND POLICIES

The general objectives and policies need to be read with an understanding, first, of the Vision and the Guiding Principles, which provide the over-arching basis for decision-making; in particular, how to balance competing values. The general objectives and policies are structured around the following themes:

- Land administration
- Nature
- Landscape and land use
- Culture and heritage
- Recreation and access
- Community and identity.
- Resilience

Where necessary, these are developed in more detail under the seven management sectors in Part 6.

Some actions have also been identified. These are identified as: N = new initiative; E = Existing; Ex = Expand existing and indicative timeframes given. Note: (i) Some 'new' projects come within larger funded programmes but have not yet been started. (ii) Implementation depends on budget allocations. (see 1.1.7, Implementation, Funding and Reporting)

4.1 LAND ADMINISTRATION

4.1.1 OBJECTIVES

1. To administer and manage the Outer Green Belt reserves in a manner that reflects their classified reserve purpose or proposed purpose and protects site values relevant to the Outer Green Belt vision.
2. To complete the Outer Green Belt as a connected series of reserves necessary to achieve the vision and guiding principles.
3. To enhance existing values through land management partnership with adjacent land owners or acquisition of land, as appropriate.

4.1.2 POLICIES

4.1.2.1 Reserves classifications, land acquisitions and management mechanisms

1. Identify all Council-owned land intended to be part of the Outer Green Belt that is not a reserve under the Reserves Act 1977 but should be or where the current reserve classification is inappropriate and, in accordance with that Act and the objectives of this Plan, undertake the necessary reserve declarations, naming and classification or reclassification.
2. Classify all Outer Green Belt reserves as scenic reserve unless there is particular reason to use an alternative classification.
3. Acquire land along the Outer Green Belt ridges where the Council is satisfied that ownership is the best option for protecting important site values after weighing up the relative merits of alternative mechanisms available.
4. Provide funding to enable the Council to purchase strategically located land to add to the Outer Green Belt as opportunities arise; in particular, in areas where there are gaps in the Outer Green Belt reserves and near areas of future urban growth.
5. Seek opportunities to increase operational funding as the city grows and visitor numbers increase, to provide the services people need and manage the reserves appropriately.

6. Use leases, licences and easements where necessary to facilitate appropriate use and good management of reserve land.
7. Ensure that all land within the Outer Green Belt is appropriately zoned in the Wellington City District Plan to ensure the vision, objectives and policies of this Plan are recognised in statutory documents and are considered in consenting under the Resource Management Act.
8. Manage the removal of encroachments into Outer Green Belt reserves through the process outlined under the Rules section of this Plan: see section 5.3.4, encroachments.

Explanation.

Reserve classification. Declaring land to be a reserve brings it under the provisions of the Reserves Act which, in general, provides for ‘the preservation and management’ of land with certain values ‘for the benefit and enjoyment of the public’. Scenic reserve classification is generally most appropriate for the Outer Green Belt, given that land management is to focus first on protecting landscapes and ecosystems and then providing tracks and other facilities to enhance public enjoyment of the natural environment. The Reserves Act provides for two types of scenic reserve: (a) where an area’s existing values warrant protection and preservation, and (b) where an area’s values will become, with development and the introduction of flora, of such value as to warrant development, protection and preservation. Where circumstances warrant, other reserve classifications will be considered and some land will not be classified at all. Existing and proposed classifications and district plan zonings are described in the land title schedules for each management sector in Part 6.

Land acquisition/disposal. Land acquisition represents both an immediate capital cost to the Council as well as ongoing operational and management costs. The costs and benefits of land acquisition need to be carefully weighed up against the potential to achieve adequate protection and management via other mechanisms such as easements, rights of way and protective covenants. In some places, for instance, opportunities to negotiate access across private or Crown or Crown Agency land is a way to extend or better connect the recreational network without the Council having to buy land, especially in situations where the landowner has public responsibilities. On the other hand, acquisition may be the only or best way of achieving objectives and can often be funded or part-funded through non-rates mechanisms, such as development contributions or reserve agreements. Acquisition often allows for development over time of multiple values (e.g. recreation, landscape, nature etc.) and also secures lasting protection over land; an asset that does not depreciate.

Leases and licenses. The requirements for issuing leases and licenses will be guided by the provisions in the Reserves Act and, in the case of leases, the Council’s *Leases Policy for Community and Recreation Groups* where appropriate. The process is set out in Part 5, Rules, in this Plan.

4.1.2.2 Urban containment and continuity

1. Manage the Outer Green Belt as a corridor of protected (Council and Crown land) open space that forms a natural edge to urban development and is wide enough to clearly separate ‘town’ from ‘country’ and offer multiple open space values.

Explanation

Wellington’s urban growth plan¹⁷ recognises the distinctive and desirable role of the Outer Green Belt in keeping the city compact by defining the inland edge of Wellington’s built environment. The district plan also recognises the Outer Green Belt’s value in providing an open, undeveloped edge to the city and the district plan zoning and other provisions support the progressive creation of a ‘demarcation line for the city’¹⁸. The district plan provisions include, in particular, the ridgelines and hilltops overlay, designed to manage inappropriate development within the overlay area. However, the provisions do not prohibit development as such and the Outer Green Belt extends beyond the overlay. Therefore, other methods are also required of formalising the demarcation line. Methods include reserve status and land management to protect open space character.

¹⁷ *Wellington Towards 2014: Smart Capital and the Wellington Urban Growth Plan 2014-2043*

¹⁸ Policy 16.5.1.5 (which refers to ‘Outer Town Belt’)

The Outer Green Belt needs to be wider than a narrow ridgetop strip. It should form a physical and visual barrier that will separate the urban and rural sectors of the City area and enable people visiting it to feel they are 'getting away'. Its highly valued skylines need to be seen in the context of the hill slope landforms below and it needs to span a range of environments and habitats to be an effective ecological corridor.

Ample breadth is needed for people to feel remote from the city when in the Outer Green Belt and for the Outer Green Belt to function as an ecological corridor. This is a unique and valued characteristic of the Outer Green Belt.

The Council's open spaces and recreation framework, *Our Capital Spaces (2013-2023)*, prioritises expanding and protecting gaps in the Outer Green Belt to strengthen its recreational and landscape continuity. This priority recognises the Outer Green Belt's importance in the city's overall open space and reserves network, its part in Wellington's identity and liveability, and its potential to be an enduring and formative element as the city grows and changes.

4.1.2.3 Relationship with district plan

1. When considering resource consent applications under the district plan for land use in the Outer Green Belt reserves, use this Plan as a Council strategic document and as a general policy and information source, in particular, for understanding existing site values when considering assessments of effects.
2. When future district plan changes and amendments are being considered, seek opportunities to strengthen the Outer Green Belt vision by aligning protection and enhancement of key open space values to nearby private land e.g. protecting significant vegetation on private land.

Explanation.

Certain land use activities within the Outer Green Belt are subject to the provisions of the Wellington City District Plan, which is statutory document under the Resource Management Act. The Upper Stebbings Valley Structure Plan growth planning is likely to result in new reserves affecting the Outer Green Belt and district plan changes (see Part 6 management sectors 1 and 2.) See Appendix II, Policy and Planning Context for more on other plans.

4.2 NATURE

Being close to nature is a point of difference for Wellingtonians. The focus in this section is nature for nature's sake – its intrinsic value, protection and enhancement, and the opportunity for connectivity due to the long shape and large scale of the Outer Green Belt. Other sections cover what this means for user experience, landscape values, wellbeing etc.

4.2.1 OBJECTIVES

1. To sustainably manage the Outer Green Belt lands with particular regard to protecting and enhancing its mauri and exercising the principles of kaitiakitanga.
2. To restore and protect a continuous ecological corridor along the Outer Green Belt that connects areas of high natural value, taking into account opportunities to enhance ecological connections beyond the Outer Green Belt and the need to retain open grassland in specified areas for recreation and landscape reasons.
3. To recognise the importance of the Outer Green Belt in underpinning the city's biodiversity values due to its location, size and shape and the available habitat.

4.2.2 POLICIES & ACTIONS

4.2.2.1 Caring for nature

1. Ensure local mana whenua have the opportunity to be involved in nature conservation initiatives.
2. Prioritise protection of all important forest remnants and other areas of high ecological value in the Outer Green Belt reserves through appropriate reserve classification and district plan provisions, fencing, weed and pest animal control, and controls on activities (see Rules).
3. Encourage protection of all important forest remnants and other areas of high ecological value on private land neighbouring the Outer Green Belt by working together and supporting good management
4. Protect key areas of high ecological value or species through ongoing and concerted pest animal and pest plant control.
5. Where an action plan exists to protect and manage nationally, regionally or locally significant indigenous species present in the Outer Green Belt, manage the species in accordance with the plan.
6. Support and foster biodiversity research in the Outer Green Belt to inform biodiversity protection, ecological restoration and management efforts.
7. Encourage and support individuals and households to take action in support of biodiversity and to report sightings of threatened or locally important native species in the Outer Green Belt or neighbouring properties.
8. Develop biodiversity interpretation to help tell the stories of natural taonga on the Outer Green Belt through the proposed Outer Green Belt interpretation plan (see policy 4.6.2.7).

Actions

- | | | |
|---|---|-----|
| a) Identify areas of traditional Māori use and biodiversity value, and work with iwi to conduct an assessment of biodiversity sites of cultural significance. | N | 1-2 |
| b) Review weed management programmes on the Outer Green Belt and identify gaps in habitat type or species protection. | E | 1-2 |

Explanation

The Outer Green Belt contains much of Wellington's most important ecological areas and hosts many

of the nationally and regionally threatened species and locally significant species listed in appendix 5 of *Our Natural Capital*. Protection and ecological restoration needs to be planned strategically over such a large area to get the most benefit from the outlay of effort and resources. The Council prioritises its biodiversity resources city-wide, informed by restoration objectives, monitoring results, weed and pest animal management issues and community wishes. As set out in *Our Natural Capital*, the first priority is to protect the best of what we've already got, including buffer areas around them, so that those high-value areas flourish and can gradually expand. Management of the intervening areas will be focused on optimising the conditions for natural regeneration of native vegetation to continue and, where needed, 'stepping stone' habitat restoration to enable key or re-introduced species to move along the corridor and colonise new areas.

It is also important to consider the Outer Green Belt's role in the wider network of natural areas and ecosystem restoration in the city and beyond. It is, for instance, the main corridor for birds such as kākā, kākārīki and korimako (bellbird) travelling out from Zealandia to areas where new populations could establish. Capital Kiwi is another initiative, aimed at reintroducing kiwi to the Wellington peninsula, under which an extensive predator control programme is under way in partnership with private landowners in the rural lands west of the Outer Green Belt. Restoration at key nodes could enhance the potential spread of native plant and wildlife species beyond the Outer Green Belt into adjoining stream catchments or Rangitūhi/Colonial Knob reserves or via open space links to the Wellington Town Belt or Belmont Regional Park. Coastal connections are now an important element also, as the Outer Green Belt has been extended since 2004, from the top of the coastal escarpment down to sea level on the south coast.

4.2.2.2 Streams

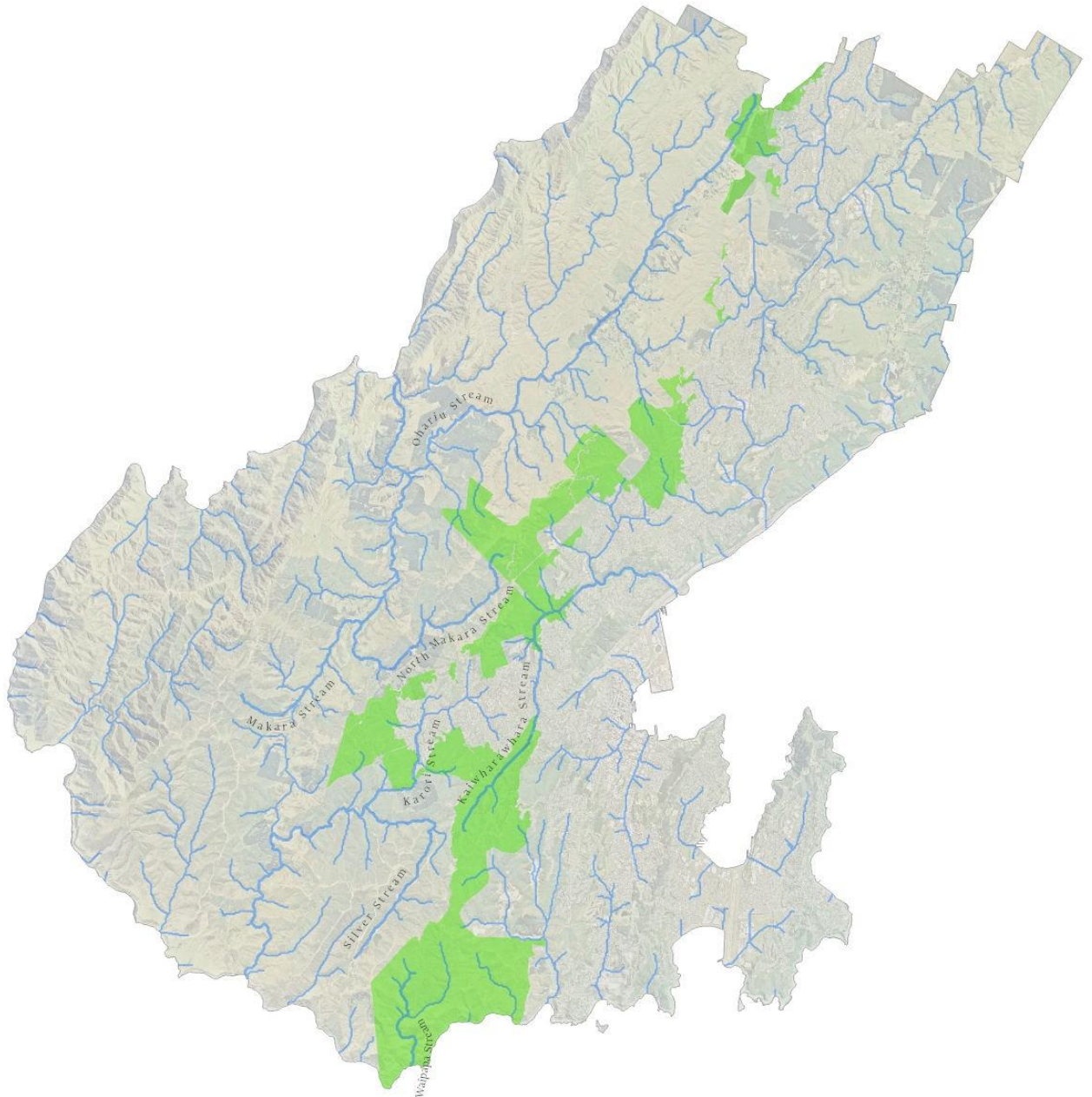
1. Protect and restore the freshwater ecology in the stream catchments of the Outer Green Belt, including seeps and wetlands, through fencing riparian land where necessary to exclude stock, riparian planting, avoiding inappropriate discharges including via the stormwater system, removing any fish barriers and removing rubbish periodically where necessary.
2. Encourage native forest to regenerate in the steep stream headwater areas of the Outer Green Belt to improve water quality by holding and filtering runoff, and reducing soil erosion.
3. Where possible maintain a 20-metre (minimum 5-metre) vegetation buffer on each side of streams to protect water and soil values and slow runoff.
4. Continue to work with Greater Wellington Regional Council to implement a monitoring programme for Wellington City streams using the Macroinvertebrate Community Index (MCI) and trends in any key freshwater fish populations.
5. Support community initiatives to care for and monitor streams through partnerships and programmes such as Sanctuary to Sea and Whitebait Connection and public campaigns to reduce inappropriate stormwater or land use discharges.
6. Encourage neighbouring farmers to fence and plant riparian areas on their land and, where resources permit, offer practical support.
7. Ensure, in granting consent or permitting land use activities, that best practice freshwater management is applied when site works are required, which may impact streams e.g. plantation harvest, land disturbance, construction.
8. Ensure best practice for use of toxins in or near water catchments to ensure toxin or poisoned animal carcasses do not enter waterways by strictly observing DOC recommended buffer zones for the use of toxins."

Explanation

The Outer Green Belt contains the headwaters of tributary streams flowing into all the city's main streams including Porirua, Ohariu, Mākara, Ngauranga, Kaiwharawhara, Karori, Silver and Ōwhiro streams as well as short stream catchments draining onto the south coast, such as the Waipapa Stream. The Outer Green Belt is significant for catchment management, a key concept in larger action

plans for freshwater in *Our Natural Capital*. Restoring vegetation cover to the headwater land will improve water quality and habitat for freshwater species.

Wellington's Main Streams



The Outer Green Belt covers significant areas in the headwaters of stream catchments.

Wellington City is a stakeholder in the Te Awarua-o-Porirua and Wellington Harbour and Hutt Valley Whaitua, a community-led collaborative planning process to carry out Greater Wellington Regional Council's obligations under the National Policy Statement for Freshwater Management. The Whaitua are required to set freshwater objectives and water quality and quantity limits in catchments by 2025 in order to maintain or improve water quality. The Whaitua implementation plans are likely to inform freshwater management in the Outer Green Belt over the life of this plan.

4.2.2.3 Indigenous flora and planting

1. Protect threatened or locally significant plant species through weed and pest animal control and enhance distribution through planting.
2. Continue restoration planting programmes to enhance and connect important forest remnants in the Outer Green Belt, taking into account the potential for natural regeneration to occur and the need to ensure a mix of plant types, including emergent trees, climbers and ground covers.
3. Consider reintroducing threatened and under-represented plant species within the restoration planting programme, where appropriate and feasible.
4. Use eco-sourced plants only when planting indigenous plants on the Outer Green Belt and continue to promote the practice to the wider community, including neighbours.
5. Prioritise planting within the Outer Green Belt to enhance stream environments with riparian planting and to provide good habitat for wildlife.
6. Progressively carry out enhancement planting of emergent indigenous tree species, such as podocarps, throughout existing forest areas.

Explanation

While native vegetation is regenerating over large areas of the Outer Green Belt, much is lacking in species diversity, and some plant species are either under-represented or have disappeared locally due to competition and/or loss of habitat

The Council implements an ongoing city-wide restoration planting strategy¹⁹ to ensure that planting covers a representative range of sites across different ecosystems around the city. The strategy is geared to boost diversity and development of the different plant communities by including a mix of colonising species, emergent trees, climbers and groundcover species, as well as introducing rare and under-represented plants. In many cases planting projects are closely associated with managing weeds and pest animals. Revegetating areas with native species can also help to suppress the regrowth or establishment of some weeds.

4.2.2.4 Wildlife

1. Support the proliferation and spread of indigenous wildlife within the ecological corridor in the Outer Green Belt through weed and pest animal control, and planting to enhance safe and sustaining habitat for native wildlife.
2. Work with relevant organisations, such as Zealandia and Capital Kiwi, to investigate the restoration of indigenous fauna through reintroduction programmes and by restoring adequate connected habitat for threatened and locally significant species to establish and spread.
3. Lead or support efforts to restore indigenous wildlife to the Outer Green Belt, such as through Zealandia's restoration programme.
4. Continue to enhance our knowledge of birds, lizards, fresh water fish, invertebrates and, potentially, bats in the Outer Green Belt through surveys and monitoring programmes.
5. Continue to use opportunities for veteranisation (preserving old trees using arborist techniques to enhance/create wildlife habitat) of old exotic trees such as pines, as has been done at Zealandia.

¹⁹ Objective 2.1.1 (a), *Our Natural Capital (2015)*, p.44

Action

- a) Based on recent lizard surveys develop a lizard monitoring plan.
- b) Investigate how to educate people about appropriate ways to behave around vulnerable wildlife.

Explanation

The Outer Green Belt is the largest wildlife corridor in the capital and holds several threatened and locally significant species such as kākā, tieke (saddleback), barking gecko and long fin eels. *Our Natural Capital* outlines the idea of 'Wildlife Safe Wellington', whereby the city overall becomes a safe haven for indigenous wildlife and, specifically, Council reserves become wildlife-friendly refuges – increasing the likelihood that people will encounter them. As encounters increase, it will be important to educate people about how to behave to avoid endangering vulnerable wildlife e.g keeping dogs leashed, not feeding birds.

Within the Outer Green Belt, Zealandia is a pivotal area; its wildlife reintroductions and community programme of extending out a halo of safe bird habitat is a key initiative. Restoration of the ecological corridor along the Outer Green Belt, including implementing the Predator-Free Wellington programme (see next page) will extend the halo even further. In future, the Outer Green Belt will be the threshold area close to the city where kiwi will spread from the rural hinterland under the Capital Kiwi project.



Barking gecko

The Barking Gecko (previously called Wellington Green Gecko) is one of the few species endemic to the Wellington Region (occurs nowhere else).

It is at risk, with a declining population status. Very little is known about its specific habitat choice and there is limited ability to monitor its population—due to its cryptic nature and habits it is particularly hard to survey.

Photograph © Peter de Lange
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4.2.2.5 Weeds, pest animals and diseases

1. Manage weeds, pest animals and feral animals in accordance with *Our Natural Capital*.
2. Work closely with the Greater Wellington Regional Council to implement both statutory and strategic weed and pest animal management requirements on the Outer Green Belt.
3. Undertake surveillance of the Outer Green Belt reserves to detect instances of myrtle rust and work with the Ministry for Primary Industries and Department of Conservation to exchange information and seek advice on protecting vulnerable plant species.
4. Manage and monitor ecologically damaging weed species to (i) protect, as a priority, areas of high natural value from invasion and (ii) contain spread into other areas of natural value.
5. Help keep grassland areas open where required by managing weeds, particularly from the spread of Darwin's barberry and gorse.
6. Support research and trials into biocontrol agents of weed and pest animal species that are hard to control on the Outer Green Belt.

7. Work with the National Biocontrol Collective²⁰ to ensure the continuation of the Darwin's barberry biocontrol programme and advocate for releases of the control agents in key sites.
8. Work in collaboration with Predator Free Wellington and Capital Kiwi to ensure benefits to the Outer Green Belt from pest animal control.
9. Ensure timely management of weed wilding trees to protect native forest restoration efforts.
10. When threatened or locally significant species or populations are identified and are particularly vulnerable carry out reactive and targeted 'knock-down' control to protect these vulnerable species (e.g. protect tūturiwhatu (dotterel), tieke or kākā nesting sites from predators.)
11. Encourage and support community participation in weed and pest animal control.

Action

- a) Undertake research to investigate whether or not native vegetation can regenerate through Darwin's barberry and, if so, determine the critical factors.

Explanation

Ecological corridors can be a conduit for introduced pests. Pest species can threaten ecosystems and restoration efforts through competition, damage and predation. The Council recognises and manages this risk in its city-wide biosecurity management, guided by *Our Natural Capital 2015* and its statutory control obligations under the *Greater Wellington Proposed Regional Pest Management Plan 2019-2039*²¹. A list of weeds and pest animals is contained in appendix 6 of *Our Natural Capital*.

Since 2005, weed and pest animal control in the Outer Green Belt has been prioritised in areas of high ecological value. However, available resources limit the extent of weed control that can be carried out.

*Weeds*²². There are many weed species threatening the ecological values of the Outer Green Belt. Weed control needs to be prioritised; first, according to the biodiversity value of sites, and, then, to target the weed species that pose the highest threat to the ecological values of prioritised sites. For example, in an important forest habitat controlling climbers, such as old man's beard, banana passionfruit and Japanese honeysuckle, is prioritised because climbing weeds can smother and destroy the forest structure; and then woody weeds such as holly are tackled. In more open forest areas, groundcovers like English ivy would be prioritised because they prevent native seedlings from establishing. Another priority is where weeds currently have limited distribution. Weed control is also prioritised according to the level of threat to the particular habitat being managed and the feasibility of control with available methods. For instance, Darwin's barberry has a comparatively limited distribution in the southern Te Kopahou area so its control there is prioritised to prevent it taking hold in an area of valuable nature. In other areas, such as the ridgetops of Wrights Hill and Te Wharangi ridge, it is so widespread that control is not feasible at this time. Spraying will be used to limit further spread into areas that are to be kept in grassland (see 4.3.2.2, grazing). Biocontrol is a potential longer-term solution to control weed species that create large infestations such as Darwin's barberry and tradescantia at various sites. There are signs of native vegetation coming up through older areas of barberry, raising the question of whether it can eventually be overtopped, like gorse. However, research is required to investigate this. In 2018, myrtle rust was detected in Wellington. The fungal plant disease affects plants in the myrtle family, including species native to the Outer Green Belt such as northern rata, ramarama and swamp maire. Little is yet known about how it might

²⁰ The collective brings together representatives from local and central government and the research sector to pool resources and decision-making on serious weed issues.

²¹ The proposed plan will replace the currently operative Regional Pest Management Strategy 2002-2022

²² Defined in *Our Natural Capital* as 'any unwanted plant organism that outcompetes, displaces and/or prevents natural succession of indigenous species.' This can include invasive native plants.

affect vulnerable native species but information gathering is the first step; surveillance and reporting sightings to key agencies.



Megan Banks from Greater Wellington releasing Darwin's barberry seed weevils into a mesh bag tied around the branch of a Darwin's barberry bush. Darwin's barberry seed weevil is being investigated as a long-term solution to large infestations on the Outer Green Belt.

Photograph: RNZ / Alison Ballance

Pest animals found in the Outer Green Belt include: possums, rabbits, hares, goats, deer, pigs, rats, cats, stoats, weasels, hedgehogs, mice, magpies and wasps. Goat and pig numbers have been suppressed, although there is invasion from properties adjacent to Te Kopahou and parts of the Te Wharangi ridge. Ongoing control of feral animals, such as goats, pigs and deer will be required. Since the 2004 version of this Plan, long-running and city-wide control by Wellington City and Greater Wellington Regional councils has seen possum numbers greatly reduced, resulting in significant regeneration in the Outer Green Belt. In 2017, possum control was expanded to the open tops of Te Kopahou Reserve. Much of the Outer Green Belt is under intense possum control compared to adjacent rural land, so reinvasion is a constant issue. Rural neighbours have the opportunity to opt into the greater Wellington Regional Council possum control programme.

In the last few years, community-run volunteer pest animal control has burgeoned and the Council has been building systems to support and empower this community of trappers in their protection efforts. The volunteer work is targeted at small mammals such as mustelids and hedgehogs.

Wellington City Council, Greater Wellington Regional Council and the NEXT Foundation have entered into a partnership to achieve the vision of a Predator Free Wellington, an aspiration of Wellington's community. The partners are working on initial project planning, research and co-design to free Wellington from predators, with a focus on possums, rats and mustelids. The primary aim will be to reduce and maintain these predators to zero – the best way to enable wildlife restoration whilst also improving the resilience of Wellington's urban ecology. The vision aligns with that of the national Predator Free NZ 2050 aspiration. Capital Kiwi is another initiative aligned closely with Predator-Free Wellington. Its focus currently, is to reduce predator numbers in the rural areas west and southwest of the Outer Green Belt to a level where kiwi could safely be reintroduced. The extensive Capital Kiwi trapping programme will help to reduce the constant reinvasion of predators into the Outer Green Belt from adjoining farmland.

4.2.2.6 Ecological values on private land

1. Inform neighbouring landowners about areas and features (e.g. mature native trees) of ecological value on their land and encourage them through advice and, where possible, practical support to protect and restore those areas and features, especially where useful ecological connections would be enhanced or created.
2. Encourage and support neighbours to undertake weed and pest animal control.
3. Encourage neighbours to protect freshwater values on their land, including potentially retiring steep land in the headwaters of stream catchments and restoring or fencing riparian land bordering water courses.

-
4. Work collaboratively with willing neighbours whose properties contain forest remnants to:
- establish vegetation that will buffer and connect those remnants;
 - allow seed collection from specimens in those remnants for the Council's seed collection programme to strengthen the genetic resilience of eco-sourced plant propagation.

Explanation

Connecting up the ecological corridor along the Outer Green Belt will be greatly helped by the support and co-operation of neighbouring landowners. At the small scale, residential neighbours can help by controlling weeds and pest animals on their properties. At the larger scale, farmers often have a strong sense of stewardship for their land and recognise the importance of biodiversity and freshwater values within productive landscapes. However, they might not always have good information about the ecology on their land, how to look after natural areas nor what assistance might be available to them. While it is the landowner's decision, the Council can facilitate and encourage conservation on neighbouring land through discussion, advice and information and, where possible, practical support and incentives. The Council regularly sprays weed growth along its rural fence lines to meet statutory requirements and to keep its fence assets clear for maintenance. The spread of weeds from neighbouring residential properties is an issue best addressed by education and collaboration.

4.3 LANDSCAPE AND LAND USE

4.3.1 OBJECTIVES

1. To protect the Outer Green Belt landscape as an enduring part of Wellington's identity.
2. To recognise and protect the Outer Green Belt landscape as a setting for a unique and varied recreation experience in the hills at the edge of the city and Cook Strait.
3. To restrict development of buildings and structures in order to protect the relatively undeveloped character of the Outer Green Belt, which people value for its intrinsic natural and visual values.
4. To achieve a sustainable balance between maintaining open hilltop landscapes and restoring taller-growing indigenous vegetation on the Outer Green Belt.

4.3.2 POLICIES & ACTIONS

4.3.2.1 Landscape character

1. Recognise and protect the rugged, relatively undeveloped character of the Outer Green Belt landscape and its role as a natural visual backdrop in the city.
2. Maintain an open landscape character on defined summit and ridgetop areas of the Outer Green Belt to facilitate variety in recreational experiences, including places of wide open space and optimal views out.
3. Maintain clear views from identified viewpoints on hilltops, ridgelines, side spurs and tracks by controlling vegetation height or, subject to 4.3.2.4, by providing viewing platforms.
4. Recognise the different landscape character in the management sectors, taking into account the different combinations of landform, ecology, land use and local history as the basis for ensuring diversity of places and recreational opportunities within the Outer Green Belt.

Action Identify key viewpoints and 'open tops' areas and consider how areas will be maintained clear of tall vegetation over time and demarcated on the ground. Timeframe - Ongoing²³.

Explanation

As described in section 3.3, the Outer Green Belt is an important part of Wellington's landscape, particularly valued for its relatively undeveloped skylines and increasingly bush-clad landforms. The interweaving of bush-clad slopes and grazed open tops has historically characterised the Outer Green Belt but this pattern is changing as more of the steep higher slopes revert from pasture to woody vegetation. From a land management perspective, revegetating the steep land and stream headwaters on the flanks of the ridges helps maintain healthy streams by holding and filtering runoff. Visually, the forested eastern flanks are valued as a natural backdrop to the city. Recreationally, the contrasts between exposed open tops and more sheltered forested areas offer variety in the environments people can experience. How to maintain open land on upper slope and ridgetop areas is discussed further under grazing (see 4.3.2.2.)

The continuity of ridgeline landforms is a feature of the Outer Green Belt landscape but diversity at the local scale also needs to be recognised; not only to reflect differences in site conditions but also the different history and desires of adjacent communities. Managing that diversity is picked up in the management sector policies in Part 6.

4.3.2.2 Grazing

²³ The intention is to only identify key areas with some secondary viewpoints on track links growing over in time. This work will happen alongside grazing management review and fencing programmes and when new land is added to the Outer Green Belt.

1. Trial the gradual phasing out of grazing from Outer Green Belt reserves in stages, in consultation with the current graziers to manage the process, including:
 - a) issuing interim grazing licenses where appropriate for periods of up to five years;
 - b) adapting grazing regimes, where possible, to reduce duration of cattle grazing and/or replace with sheep grazing;
 - c) upgrading boundary fences to fully exclude farm stock from the reserves;
 - d) negotiating exit plans with graziers, subject to the outcomes of the alternative management trials.
2. Trial mechanical methods and herbicide spraying to maintain retired ridgetop areas that are to be kept in open grassland and adapt the management regime as considered necessary from monitoring results (see action (d) below).
3. Ensure the fire risk on the open ridgetops is specifically addressed in the proposed fire plan (4.6.2.7).

Actions

- | | | |
|---|---|---------|
| a) Identify and map the areas to be kept in grassland to maintain views and open ridgetops for recreation, and prepare a fencing maintenance/upgrade plan to help secure funding and guide the staged cessation of grazing. | N | 1-2 yrs |
| b) Formalise interim grazing rights with grazing licenses of no more than 5-year terms. | N | 1-2 yrs |
| c) Implement the fencing/upgrade plan as resources permit. | N | 1-2 yrs |
| d) Set up monitoring of the changes in the grassland areas as a research project to inform decisions about how best to maintain the desired areas of open ridgetop. Gather baseline data before retiring grazing areas or adapting continuing the management regimes. | N | 1-2 yrs |

Explanation

Until now grazing has been used to maintain pasture cover on the ridgetops and hilltops north of Mākara Road saddle. To the south, there is no grazing on Outer Green Belt reserves. The Council has reviewed the effectiveness, suitability and sustainability of grazing regimes in the light of recreational use, environmental impact and farm consultant advice about the land's grazing capacity and value. Although some people appreciate seeing farm animals close to the city for the rural character and historic associations, it is proposed to gradually phase out grazing. Contributing factors include compatibility issues between recreational users and grazing stock; costly trampling damage to tracks, vegetation and the pasture itself, especially in wet winter conditions; pugging in riparian areas affecting water quality; browse on native vegetation; the marginal productive value of the land; and the cost of fencing. A fencing audit has highlighted the need for maintenance, replacement or construction of boundary fences as well as the need to repair or fill gaps in fencing inside the reserves to exclude grazing stock from forest restoration areas and/or permanent forest sinks. Fencing along the grazed margins of the Wellington Western Forests Key Natural Ecosystem (KNE) which covers a large part of Te Wharangi ridge, is prioritised in the KNE management plan.

Grazing is not necessarily the only or most cost-effective way to maintain the desired areas of grassland, given that the land is marginal farmland at best. Instead, it is proposed to trial the use of a combination of mechanical means and targeted weed spraying.

The outcome envisaged is that the tops will remain open grassland for a long time without grazing although the nature of the grassland will change. It will become 'rank grass' (long grass), which will form a thick thatch and is likely to persist for decades or longer due to the harsh conditions in most

places – extreme wind exposure and drought, exacerbated by the poor thin soils and likely increased extremes of climate change. It is envisaged that recreational outcomes will be improved by removing the stock and also allowing an alternative kind of lush grassland to develop. Ecological objectives will be supported as there will be less risk of stock damage to forest and riparian areas and the grassland is likely to provide good lizard habitat. It is also thought likely that the thick rank grass thatch will suppress quite a lot of weed growth compared to shorter pasture, as weed seeds are less likely to develop on ground shaded by the thatch.

The principal weed species that are likely to invade open areas are gorse and Darwin's barberry. Grazing stock has not been effective in preventing or slowing the spread of Darwin's barberry but the Council has had some success in controlling it with its routine boundary fence aerial spraying. The Council proposes to spray the edges of the grassland areas to keep the infestations from spreading and continue supporting research into biocontrol.

The change is to be staged gradually, in consultation with the graziers involved, to ensure boundary fencing is in good order before totally excluding stock and so that the Council can progressively trial and monitor the new regime, adapting its management approach as required, including reintroducing grazing if necessary. One factor that will need to be watched, for instance, is whether the taller grass will increase fire risk. In the meantime, where grazing continues for an interim period, sheep grazing will be sought instead of cattle, as sheep have less environmental impact and are less intimidating to recreational users, although the dog-on-leash rule will need to be strictly enforced. This change to grazing currently affects sectors 3 and 4 but could well affect land management decisions in relation to newly acquired reserves in sectors 1 and 2 as well. The existing horse grazing lease in the Chartwell area (Management Sector 4) is to continue in the meantime but is likely to be phased out in the longer-term.

4.3.2.3 Plantation forestry

1. Manage existing forestry plantations to be gradually replaced by regenerating native forest by:
 - allowing the exotic trees to age and fall over naturally, unless selective removal is warranted to manage risk and/or potential weed problems, or
 - harvest of selected blocks to maximise timber value so as to help fund native forest restoration and weed control of the sites, or
 - staged removal of blocks following significant weather events,

and

 - controlling weed competition and wilding pine regrowth in cleared areas and forest gaps.
2. Take into account in applying (1) above, the need to protect stream catchments from increased runoff, erosion and sedimentation.
3. Manage the gradual transition from exotic to native forest to provide, over the duration, a variety of environments for recreational use e.g. areas of relatively open forest beneath mature pines, other areas of dense regeneration in forest gaps.
4. Manage exotic shelter belts and trees that have recognised heritage value for longevity but do not replant, to avoid perpetuating seed production that could threaten nearby ecological or landscape values.

Explanation

The Council generally manages plantations on its reserve land for ecological and/or recreational benefits rather than commercial production. A low-key management approach is generally adopted whereby trees are allowed to age and fall over naturally. Over time, gaps are created and the overall forest canopy thins, letting in more light which encourages a native understorey to regenerate. The Council's tree team mainly deals with storm damage on a reactive basis but may also take action to manage risk when required. There is the possibility that forest areas may need to be closed to the public for significant periods of time following major storm damage. Given the changes that can

occur with weather events as well as the natural ageing of the trees, the Council monitors trees and stands of trees, using internationally recognised methodology.

Some proactive management is also used selectively. For instance, the Council is experimenting with ways to enhance native forest regeneration, whilst retaining tall tree habitat for wildlife, by removing or killing single trees or tree groups in the middle of forest stands without affecting the stability of the whole stand. In other situations, staged removal of tree stands might be required where stands have become unstable and/or where weed growth in the tangle of branches and timber that follows tree fall, is likely to be difficult and costly to manage. The Council's carbon storage obligations will be taken into account in managing conversion from exotic to native forest cover.

The main plantations (or remnants of plantations) in the Outer Green Belt are at Spicer Forest; Te Ngāhere-o-Tawa / Forest of Tawa; the Airstrip Block above Stebbings Valley; north of Johnston Hill; Karori Park; and at Zealandia. Any specific management policies for these are outlined under the relevant management sectors in Part 6.

4.3.2.4 Development and land use

1. Protect the relatively undeveloped natural and rural character of the Outer Green Belt by applying the Rules in this Plan (Part 5) and promoting other statutory and non-statutory mechanisms to minimise built development and land use change that would undermine that character. Limit development of buildings in the Outer Green Belt.
2. If existing public utility structures and buildings become obsolete for their existing use and are not suitable for suitable adaptive re-use, they must be removed and the sites reinstated as public open space.
3. Locate new buildings and structures and earthworks around the edges of the Outer Green Belt wherever possible and appropriate, to preserve the character of the areas that are more remote from urban development and comparatively free of structures.
4. Avoid significant earthworks in visually prominent areas while enabling for reasonable short term effects associated with land management.
5. Avoid siting large structures and buildings on ridgetops and hilltops, unless an elevated location is essential for public utility and cannot practically be located elsewhere.
6. Assess proposed buildings, structures or earthworks to ensure the development is necessary and in keeping with the landscape character, using the assessment criteria in the Rules section, which includes assessment under the district plan if a resource consent is required.
7. Design and locate all built development, including tracks and signage, to minimise the visual and physical impact on landscape and heritage features, landscape character and ecology.
8. Assess requests for commemorative furniture under the Council's Commemorative Policy, taking particular care that any such furniture:
 - is appropriate to and does not clutter the surrounding environment,
 - is designed and placed to be unobtrusive in the setting, and
 - does not detract from the remote character in some parts of the Outer Green Belt.
9. Produce a landscape development plan to guide any major development such as main entrances or visitor facilities, ensuring to apply the assessment criteria in the Rules section of this Plan and best practice design, such as water-sensitive design,²⁴ to minimise adverse visual and environmental impacts
10. Limit the installation of permanent art works in most areas of the Outer Green Belt, as being generally inappropriate to the natural values except at main entrances but consider, in rare

²⁴ See Water Sensitive Urban Design, A guide for WSfUD stormwater management in Wellington

instances, and evaluate under the Council's *Public Art Policy 2012*, art work that has been designed as part of a detailed site plan and would complement or interpret site values.

Explanation

The relative absence of structures, buildings and roads on the Outer Green Belt is important to its natural character, urban containment role and the recreational experience it offers. Nevertheless, a limited number of built features do exist and there will, inevitably, be demands for further development of one sort or another. Already increased public use has resulted in calls for more amenities such as toilets, seats and shelters, as well as improved signage and more track development. Collectively these kinds of features can create the impression of 'clutter' unless well planned and designed, yet in some situations built features such as pou, entrance markers and artworks could add to people's experience and sense of place without undermining the overall undeveloped character of the Outer Green Belt.

There may well be new demands in the future that we can't foresee now, just as the proposed zip line above Carey's Gully (currently being considered) would not have been foreseen 10 years ago. This management plan will help guide responses to any new demands and whether they should or should not be accommodated through consideration of detailed proposals under criteria in the Rules section including public consultation if impacts are significant and/or the use so unusual that it requires wider input.

Built development that is required for visitor amenities will be generally located at the edge of the Outer Green Belt, particularly at main entrances where existing built infrastructure already exists (e.g. roads and water supply). Entrances and any other built development will need to be low-key, well designed and planned to reflect the emphasis on the Outer Green Belt's natural values. Places where such development is planned are specified in the management sectors (Part 6). In the case of utilities, it is accepted that some do require elevated sites but further development will be discouraged from places of particular landscape importance or in currently undeveloped areas. A point to note is that sometimes built structures become iconic landmarks, as in the case of the Mt Kaukau television mast and the Brooklyn wind turbine. As technology changes, some existing infrastructure, such as transmitter towers, may become obsolete but other needs are likely to arise, such as new water reservoir sites to serve urban growth areas or to provide emergency water supplies.

In addition to this management plan, the Council will use the following mechanisms to manage proposed built development or land use change in the Outer Green Belt, particularly where proposals require resource consent.

- *District plan rules (statutory)* to control activities that would affect the open space or conservation values of the land.
- *District plan ridgelines and hilltops overlay (statutory)*: to assess proposed development within the overlay area in terms of criteria aimed at avoiding visually obtrusive development. The overlay area covers much of the Outer Green Belt but not the less visually prominent areas, such as lower slopes and valleys, and some places where the overlay was modified during the Plan Change process.

4.4 CULTURE AND HERITAGE

4.4.1 OBJECTIVES

1. To identify, recognise, protect and interpret the cultural and heritage sites, features and values of the Outer Green Belt.
2. To tell the stories of the places and people of the Outer Green Belt and the part they have played in the history and development of Wellington, including the story of the Outer Green Belt itself.

4.4.2 POLICIES

4.4.2.1 Recognition and protection of cultural and historical features

1. Recognise that the Outer Green Belt is part of a broader cultural landscape of great significance to mana whenua and work with mana whenua to protect its mauri.
2. Recognise, respect and protect wāhi tapu (sacred sites), sites of significance to mana whenua or other Māori sites listed in the district plan and other places on the Outer Green Belt known to be significant to Māori, in consultation with the appropriate iwi, and discuss proposed activity in the vicinity of these sites and places with mana whenua before the activity starts.
3. Continue to identify, recognise and protect other cultural and heritage sites, archaeological sites and valued cultural landscapes on the Outer Green Belt in a manner reflecting their value and significance, in consultation with any directly affected groups or individuals.
4. Subject to the availability of funding, manage heritage, archaeological sites and cultural landscapes (including wāhi tapu) to maintain their integrity and assist visitor appreciation.
5. Work with Heritage New Zealand Pouhere Taonga, mana whenua, historic societies and interested individuals and groups to research cultural, archaeological and heritage values of the Outer Green Belt, manage recognised sites of significance, and develop interpretive material.

Actions

- | | | |
|---|---|----------|
| a) Develop and maintain an inventory of all sites and features of cultural and heritage interest or value within the Outer Green Belt. | N | ongoing |
| b) Where the significance and nature of cultural and heritage sites warrants, prepare heritage conservation plans to guide future protection measures and management. | N | 5-10 yrs |
| c) Undertake an archaeological assessment of the Outer Green Belt to identify and protect archaeological sites. By law, any modification or destruction of an archaeological site must be guided by an archaeological authority. | N | 1-2 yrs |
| d) Identify places where planting, regeneration and vegetation may damage heritage, archaeological sites and cultural landscapes including wāhi tapu. Establish a plan to record and manage the cultural heritage values of these places. | N | 3-5 yrs |
| e) Undertake a study to identify valued cultural landscapes including wāhi tapu in consultation with iwi and other stakeholders. | N | 5-10 yrs |

4.4.2.2 Interpreting culture and heritage

1. Develop interpretive material to assist visitors to appreciate the Outer Green Belt's history, according to an Outer Green Belt interpretation plan and subject to available funding, taking into

account the principles in the Council's urban ecology-biodiversity interpretation framework where subject matter overlaps with that framework.

Action

- a) Develop a heritage interpretation plan as part of an overall Outer Green Belt interpretation plan (see 4.6.2.7 Interpretation) to guide how to tell citizens and visitors about the many and diverse historical and cultural features of the Outer Green Belt, via various media.

Explanation

The Outer Green Belt provides a unique perspective into the cultural landscape of the Wellington region, including views of Te Whanganui-a-Tara (Wellington Harbour), Raukawa Moana (Cook Strait), Te Waipounamu (South Island), north to Kāpiti and Mana islands and large tracts of land and coast between. Views encompass the lands of both Taranaki Whānui and Ngāti Toa as well as the lands and waters of tribal groups who preceded them. This includes Kupe, the explorer credited with discovering Aotearoa, and Tara, after whom the harbour is named. Iwi's strong connection with this cultural landscape and the indigenous flora and fauna it supports, should be woven into the themes of the interpretation plan.

Similarly, as described in Section 3.4, the Outer Green Belt is rich in history associated with colonial times, farming, city development and changing attitudes to environmental use and management. Popular elevated viewpoints such as Mt Kaukau or Wrights Hill are ideal for seeing the Outer Green Belt and its heritage in the context of the wider landscape and city. The themes outlined in Section 3.4 are no more than a preliminary summary and more research and documentation will be necessary to maintain a record of what we know and to provide the basis for interpretation.

4.4.2.3 Place names

1. Use Māori place names in conjunction with commonly used European place names on signs and maps of the Outer Green Belt.
2. New names for areas, features or places will be determined in conjunction with iwi, including joint names, under the Council's Open Space Naming Policy Kaupapa WhakaingoaWhenua Mahorahora²⁵.
3. Consider the adoption of an appropriate Māori name for the Outer Green Belt which is complementary to the existing name.

Explanation

Many existing Māori and European place names in the Outer Green Belt add to the sense of place. Some names reflect ways that mana whenua and later settlers interpreted features in the landscape; other names reflect past activities and the people who shaped local history.

Using traditional and new Māori names for various places and features in the Outer Green Belt is a way of recognising mana whenua's long connection with the land and highlighting a sense of the cultural landscape and is also one way of implementing the Council's *Te Tauihu: Te Reo Māori Policy* in support of revitalising te reo.

²⁵ Note: the naming policy, dating from 2001 at time of writing, is due for review.

4.5 RECREATION AND ACCESS

The Outer Green Belt provides a large area of land that supports outdoor recreation in Wellington and community aspirations for Wellington to be a liveable, 'green', active and connected city²⁶. Its large scale means it can provide for extensive outdoor recreation and enjoyment, even as the city's population grows, helping to meet needs and desires for active, healthy communities and lifestyles.

4.5.1 OBJECTIVES

1. To provide or allow for both passive and active recreational activities on the Outer Green Belt that are accessible to a broad section of the community and are environmentally sustainable.
2. To facilitate opportunities on the Outer Green Belt for people to get active in the outdoors, have fun and be in contact with nature.
3. To manage recreation and access in the Outer Green Belt in the context of recognising that the natural environment setting is a key part of the experience provided and is valued by the various user groups.
4. To provide recreational opportunities on the Outer Green Belt principally through an interconnected network of paths, tracks and routes, well-linked to local communities, and catering for a range of user interest, abilities, fitness and skills.
5. To complete the Skyline Track from Porirua to the south coast.
6. To apply the principle of manaakitanga (hospitality, care and respect for others) in the way access and enjoyment of the Outer Green Belt is managed – for local, regional, national and international visitors.

4.5.2 POLICIES

4.5.2.1 Recreation

1. Provide for a wide range of informal outdoor recreational activities appropriate to the natural or rural environments of the Outer Green Belt landscape (see Rules for more on types of activity).
2. Provide outdoor recreational infrastructure (access, tracks, signage and amenities) to facilitate safe recreational access and enjoyment, while maintaining the undeveloped, rugged and diverse landscape character of the Outer Green Belt.
3. Encourage access for all to the Outer Green Belt by providing information about public transport connections to key destinations.
4. Promote the health and wellbeing benefits of the Outer Green Belt as a place with opportunities for physical activity, relaxation, contact with nature and community involvement.
5. Provide play opportunities in the form of unstructured creative play for all ages on the Outer Green Belt based upon exploring and learning about natural environments.
6. Promote the Outer Green Belt to Wellington's residents and visitors for its outdoor recreation opportunities in a unique landscape setting.

Explanation

The Outer Green Belt is a wonderful recreational resource on the edge of the city area that offers uniquely 'Wellington' outdoor recreation opportunities. Experiencing the continuous ridgeline landscape with its variety of 'wild' places, including open hilltops, bush and stream valleys, is particularly suited to activities such as walking, tramping, running, biking and horse-riding, which involve movement through the natural and rural settings. Under the Reserves Act, the Outer Green Belt's scenic reserves are for the purpose of protecting and preserving the scenery, natural features

²⁶ Our City Tomorrow, Tō Tātou Taone a Āpōpō, What's Next? (2017) Wellington City Council.

and landscapes for their intrinsic worth and for the benefit, enjoyment and use of the public. A balance between these two purposes is needed.

There is growing evidence of the human need for contact with nature and the role it plays in health and wellbeing to individuals and communities. Seeing natural places and having access to them in everyday life is one of the things people value about Wellington.

Informal activities that require little infrastructure other than tracks and are based primarily on experiencing the relatively undeveloped landscape are considered the most appropriate. Simply enabling access to open spaces close to nature can be enough and, so, buildings and structures away from entrances will be rare. Suburban reserves and other types of open space sit adjacent to the Outer Green Belt and provide for other recreational experiences such as playgrounds, neighbourhood parks, sports grounds and cemetery space.

Types of use and development of the Outer Green Belt are categorised as ‘allowed’, ‘managed’ or ‘prohibited’. See the Rules section for category lists, assessment criteria and permission processes.

Camping on the Outer Green Belt has until now been a prohibited activity but there have been calls to allow people to experience an overnight ‘wilderness’ camping experience close to the city. The majority of survey respondents in 2017 were either neutral or unsupportive but 20-30% supported the idea. To provide something that equates to a ‘wilderness’ experience would require relatively remote locations but with at least toilet and water facilities, bearing in mind hygiene and safety requirements in a public open space that is more highly used than true national park type of ‘wilderness’. Bearing in mind the camping opportunities available within a reasonably short distance in Greater Wellington’s regional parks, provision for an overnight outdoor camping service is not proposed at this stage. However, requests for one-off overnight camping with an educational focus will be considered through the events application process (see Rules).

The Wellington Play Spaces Policy²⁷ recognises the benefits of informal play in natural environments, of which the Outer Green Belt offers a wealth of opportunities. The policy also aims to provide playgrounds equitably distributed across the city. Playgrounds have been developed on the edge of the Outer Green Belt in four locations: Brasenose Reserve, Khandallah Park, Silverstream Road and Montgomery Avenue, which are managed under the Suburban Reserves Management Plan. Opportunities to promote informal play in natural settings and the value of it to children and families will be explored through events, programmes and online content.

The Council has a role to play in the provision of spaces, places and tracks and, importantly, promotion and programmes to let people know about opportunities available and facilitate greater participation.

4.5.2.2 Track network

1. Maintain, develop and manage the Outer Green Belt track (access) network in accordance with the network principles in the Council’s *Open Space Access Plan 2016* (OSAP), including catering for:
 - a) a wide range of people’s skills, fitness, abilities and interest;
 - b) minority specialist track users proportional to numbers of users;
 - c) easy access to key destinations;
 - d) some tracks specifically designed to enable access for those with limited mobility.
2. Improve the track network by:

²⁷ Wellington Play Spaces Policy, April 2017

- a) completing the Skyline Track as a continuous shared track spanning the entire length of the Outer Green Belt, following the high ground of the main ridgelines wherever possible;
 - b) upgrading and adding to lateral tracks to provide adequate Skyline Track exit and entry points, fill gaps in local connections to adjacent communities and provide more local loop walks.
3. Manage all tracks in the Outer Green Belt for shared foot and bike-based use unless otherwise specified in the OSAP or in this Plan or as a result of local or wider network analysis of track condition and use²⁸.
 4. Maintain a network of farm type vehicle tracks that serve as shared-use recreational tracks while also providing for (where necessary), Council management, utility servicing²⁹ and emergency/civil defence vehicle access
 5. Design, upgrade and maintain tracks to the appropriate track specifications in the OSAP, bearing in mind that:
 - Some tracks in suitable locations should be specifically designed for universal accessibility;
 - the track network should reflect and not detract from the relatively undeveloped, natural or rural character of the Outer Green Belt landscape, and
 - tracks should be designed to minimise environmental impact, taking account of the principles for ecologically sustainable tracks in the OSAP, and minimise long-term maintenance.
 6. Allow for varied track types and widths in the network, including within single routes, to reflect the local landscape character and provide for the choice and variety of experience that recreational users prefer.
 7. Consult with the local community and user groups when considering proposals for any new track that is not already identified in the OSAP or in this Plan and assess under the guidelines in the OSAP, taking particular account of:
 - a) the track's role and need for it within the Outer Green Belt and wider Wellington track network, including any gaps or duplications in the existing network, levels of user demand and long-term maintenance;
 - b) the principles for ecologically sustainable tracks, the track assessment criteria and the track work priority criteria in the OSAP, which include short and long-term environmental impact, user group conflict and public safety;
 - c) the impact that any proposed changes/new development would have on different track users, the extent to which the network and user experience would be improved, and the potential to achieve shared benefits.
 8. In assessing the environmental impacts of proposed track work, seek qualified ecological, professional track building, and, where appropriate, forester's advice.
 9. Require track development projects carried out by volunteer track builders in the Outer Green Belt to have been first assessed and approved and that the volunteer track builders operational guidelines proposed under the *Open Space Action Plan 2016* be applied to all volunteer track building and maintenance projects in the Outer Green Belt.
 10. Support the integration of the Outer Green Belt track network within the regional trails framework³⁰, subject to the policies in this Plan and the *Open Space Access Plan 2016* taking precedence over any policies in the framework that are at variance, in particular with regard to the following proposed regional trail classifications:

²⁸ Any changes to track use status will be subject to Council Committee approval as per the OSAP requirement.

²⁹ As required by legislation or other legal right of access and to a standard appropriate in the Outer Green Belt context.

³⁰ *Wellington Regional Trails for the Future: A strategic framework for trails in the Wellington Region* (2017), prepared by TRC for government authorities in the region.

- a) Mākara Peak Mountain Bike Park – proposed signature trail;
 - b) Skyline Track, which is also part of the national Te Araroa Walkway route as far south as Khandallah Park – proposed signature trail;
 - c) Polhill Reserve (adjacent to Outer Green Belt) / Brooklyn Turbine /Te Kopahou Reserve tracks – proposed regional trail.
11. Integrate the Outer Green Belt track network with wider existing and proposed tracks outlined in the *Open Space Access Plan 2016*, namely, links: across the Porirua City boundary to Rangituhi/Colonial Knob; from Otari-Wilton’s Bush west to Mākara Road and the coast beyond; and from Mākara Peak Mountain Bike Park down Karori Stream to the south coast.

Action

- a) Continue to develop well graded side tracks to bypass or completely replace very steep sections of existing tracks, especially the 4WD sections of the Skyline Track. E ongoing

Explanation

Variety and choice: The Outer Green Belt contains an extensive track network currently totalling some 160 kilometres in length or approximately 42% of the Council’s total track network. Collectively, the existing network already has the capacity to offer a range of experiences in different settings and in different ways, including some of the city’s most challenging and rugged tracks and environments. For instance, a single excursion might simply be a gentle bush walk or it could follow a range of gentle and steep tracks through bush, stream, pasture and hilltop environments. Some people prefer to use particular types of tracks, others enjoy using a range of track types. Some people enjoy exploring on their own while others prefer to do so in organised groups or in events.

The intention in this plan and the *Open Space Access Plan 2016* is to facilitate as wide a range of recreational opportunities suited to the Outer Green Belt environment as possible. As described in section 3.5.1, more than 70% of users on the Outer Green Belt are usually on foot, engaging in a wide range of activities (walking, running, trap checking, orienteering etc.³¹). Correspondingly, the vast majority of the track network is available for on-foot use. The track network is also used by other types of track user. Mountain biking has grown in popularity and more than 20% of users now usually bike when on the Outer Green Belt. Horse riders represent a smaller group but there has been a need to provide more horse riding opportunities for some time, to which parts of the Outer Green Belt are well suited. As a general approach, provision for different user groups will be in proportion to the numbers of users e.g. horse riders or grade-5 mountain bikers represent a small proportion of users, so a small proportion of the track network will be prioritised for their use.

Planning. The Outer Green Belt is of a large enough scale that it can accommodate a lot of tracks but it is also a place that people like because it is less developed, less urban and does, literally, have open spaces. While it can accommodate some of the variety that people prefer – narrow / wide, rough / smooth, steep / graded, accessible / remote – it is not possible, nor desirable, to have all these options everywhere if the track network is to reflect local landscape character and be cost-effective.

Requests for new track development need to be considered at the broad scale in the context of the wider city and regional track network and the considerable existing track infrastructure, which represents both past capital investment and future maintenance. New tracks can also have impacts on other values such as natural values, existing usage patterns and user expectations. All these factors need to be weighed up and some proposed tracks will not be built if there are significant impacts, limited demand and duplication of existing track provision. In assessing the impacts, specialist field advice should be sought from an ecologist, professional track builder skilled in good track design, and, if in a plantation forest, a forester to ensure trees are not destabilised by cutting through root systems. Planning track work will be consistent with *Our Capital Spaces* and the *Open Space Access*

³¹ Outer Green Belt Survey 2017/18

Plan 2016, which prioritise completion of the Skyline Track and linking it in with a secondary network of local tracks.

While the vast majority of the track network is available for foot-based use, there has been community concern about the apparent focus in recent years on developing mountain bike tracks. That development has been focussed on providing for a new and still growing recreational activity, which now represents more than 20% of track users. Considerable further development is proposed in the bike-prioritised Mākara Peak Mountain Bike Park (see Part 6, Management Sector 5). Elsewhere, new tracks are proposed to meet needs for improved access / loop routes, and in some cases to manage user conflicts. These are discussed further in the management sections.

At some stage, the limit of desirable track capacity will be reached; at that point track building will need to cease and the focus be purely on maintenance and way finding.

Some special interest groups and individuals, who enjoy building tracks as a recreational activity in itself, have been building unplanned and unsanctioned tracks. This activity can lead to issues of track proliferation, confusing layouts, safety risk, user conflict and, in places, poor track design with environmental damage. For this reason, track building is to be authorised first by the Council and carried out according to approved guidelines, so that the track builders' enthusiasm and skill is directed towards shared community outcomes.

Compatibility of activities. A great attribute of the Outer Green Belt is that there is plentiful space to offer a diversity of settings and range of activities in the track network but that does not mean every activity can or should be available in every area. The varied topography and local character makes different areas more or less suited to track development and types of activity. Compatibility issues that can arise between different users are being managed by way of a current Council project to develop protocols and, within the Outer Green Belt, designating different tracks and/or areas for shared, prioritised or exclusive use. As demand for tracks grows, it is possible that the specifications for certain tracks may need to be changed; in these situations, the assessment process outlined in the track network policies in the *Open Space Access Plan 2016* will be applied.

Shared tracks are most suited to the existing farm/utility access tracks where there is sufficient space for different users to pass comfortably. Some users don't like these wider tracks and advocate for a wider choice of track type and experiences tailored for particular users, preferably to the exclusion of other users e.g. mountain bikers have asked for more flowing or 'interesting' tracks; runners for narrow 'challenging' single tracks. As stated already, the Outer Green Belt is large and can accommodate a lot of tracks but it is not possible to cater for all the specific user needs everywhere without compromising natural values and/or the expectations of other user groups. As a starting point, the Council proposes to develop the type of track network in proportion to the main user groups. Ultimately some compromise is required.

Design and maintenance. The existing infrastructure has been developed over many years, comprising old farm tracks, utility company maintenance tracks, informal routes worn in historically by grazing stock and by people, and purpose-built tracks for recreation. The tracks are, therefore, of variable widths, construction and gradients. While that variety adds to the interest and choice of tracks, it also presents some issues e.g. difficult access on very steep gradients; banks slumping on old farm tracks, preventing 4WD service vehicle access; potential erosion and rutting on poorly constructed tracks, especially those without solid subgrade. The track specifications in the *Open Space Access Plan 2016* will generally guide track upgrades and development to improve track sustainability but, in places, rougher less accessible tracks might be preserved to provide preferred options for some user groups e.g. mountain runners.

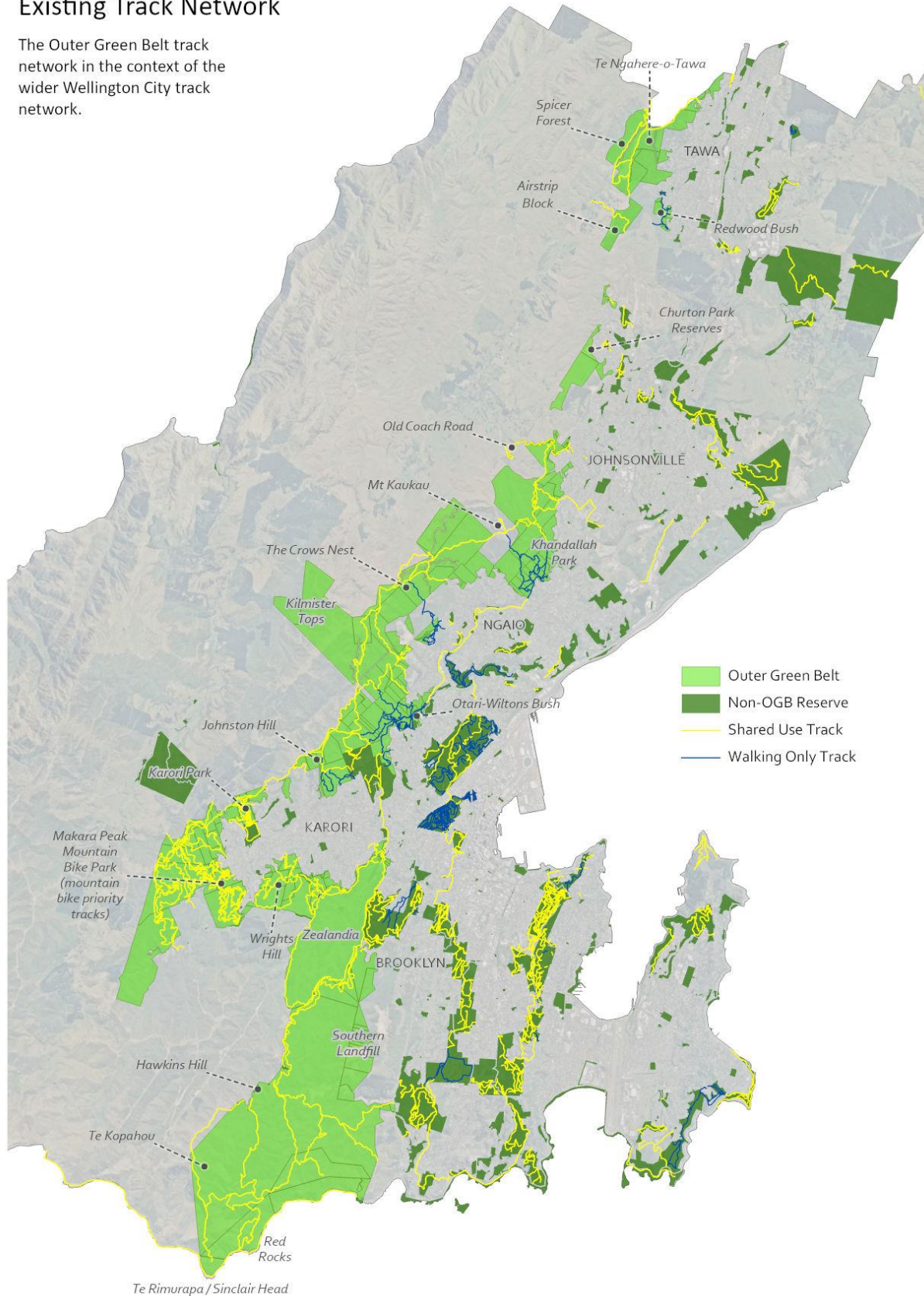
While the Outer Green Belt's rugged nature is an essential part of what it has to offer as a recreational environment, the steep grades on many stretches of track may be off-putting to people who would otherwise enjoy the ridgetop environments. For instance, while the Skyline Track is undulating, there are some short very steep stretches of it based on old farm tracks that were never designed for walking. Therefore, the Council will continue to construct side tracks at easier gradients to bypass the worst of the steep grades and consider completely retiring some very steep sections of track once

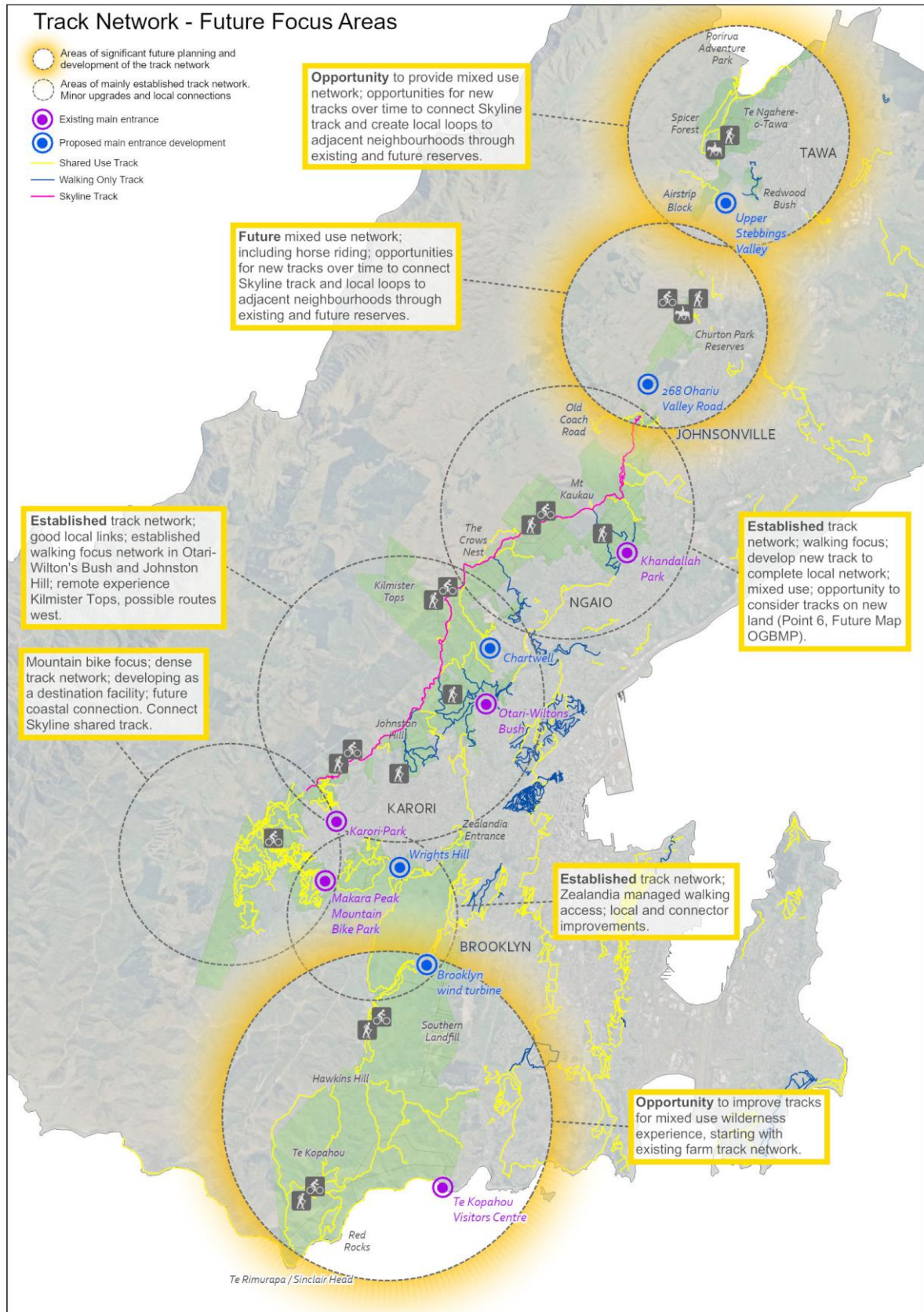
suitable alternatives re in place. Ultimately, a more gently undulating route along the skyline could be amongst the choices available. While most of the Outer Green Belt topography is unsuitable for disabled access, there is provision at a few places, such as at Wrights Hill and the Brooklyn wind turbine. These will reviewed and other opportunities identified as part of the inventory project outlined in the *Open Space Access Plan* (p.59)

Regional trails framework. Local government agencies and the Department of Conservation are collaborating towards Wellington region becoming a world-class destination for trail-based outdoor recreation. The framework provides a common overall direction, with potential synergies, particularly in promoting visitor opportunities, but the councils remain autonomous. In the Outer Green Belt tracks will be managed to reflect the varying character of areas along routes. In the case of the Skyline Track, most of it follows pre-existing farm or utility tracks that are already of suitable width to accommodate increased numbers of walkers and bikers; upgrades are likely to affect small sections and be in the nature of some widening or providing for different users where existing track width is limited and/or easing gradients.

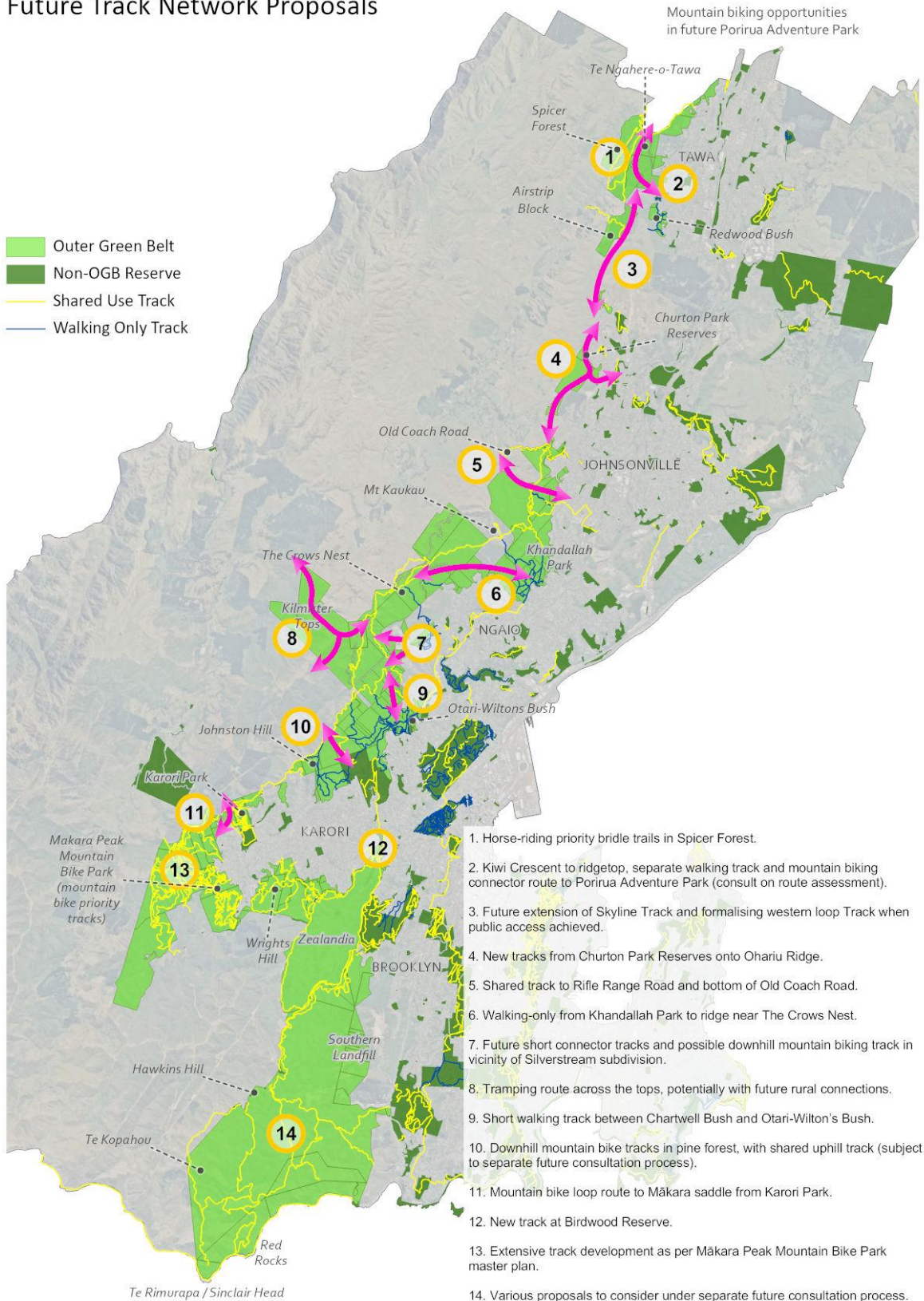
Existing Track Network

The Outer Green Belt track network in the context of the wider Wellington City track network.





Future Track Network Proposals



4.5.2.3 Entrances, amenities and way-finding

1. Provide on-site facilities and information to support visitors' safety and enjoyment without detracting from the predominantly natural landscape setting.
2. Manage and develop a hierarchy of entrances to the track network to provide an equitable distribution of access points with corresponding levels of information and facilities (see main entrances map), bearing in mind the proximity of other public facilities e.g. in Porirua reserves, at Karori Park sports ground.
3. Develop visitor amenities at key nodes as follows:
 - a) main roadside entrances: toilets, drinking water, map board; information about the entire Outer Green Belt
 - b) secondary roadside entrances: map board with basic user information;
 - c) key off-road destinations / track nodes where usage and distance from roadside facilities warrants: composting toilets, drinking water, map board and how to find out more online.
4. Provide site furniture such as seats, picnic tables and lookout structures to facilitate visitor enjoyment of the outdoor environment without cluttering or detracting from the existing landscape setting.
5. Encourage users to 'pack in, pack out' their own rubbish through signage and online information and provide rubbish receptacles only at main roadside entrances.
6. Use on-site signage, map boards, way markers and interpretation to inform visitors about:
 - recreation opportunities, including the range of track types, routes and loops and links to other nearby reserves;
 - location of facilities such as toilets and drinking water;
 - where feasible, give distances and typical walking times on major routes;
 - potential hazards (e.g. very steep grades, extreme weather risk);
 - permitted users;
 - behaviour on shared tracks, including giving way people on foot ;
 - public / private land boundaries and, where relevant, conditions of access over private land;
 - points of interest and the environmental and heritage values of the Outer Green Belt.
7. Provide and promote reference to similar information in online digital formats, such as the Welly Walks app and other social media. Also provide in paper brochures (see also 4.6.2.7, Interpretation) as necessary.
8. Use easily recognised pictograms, consistent with the appropriate New Zealand Standards for outdoor recreation symbols, and/or colour coding of routes to assist visitors find their way on the track network.
9. Adapt the Council's standard park signage systems and corporate visual standards to reflect a consistent Outer Green Belt identity (see also 4.6.2.6, Outer Green Belt Identity).
10. Advocate for and provide information about public transport networks that are connected to Outer Green Belt track networks.

Action

- a) Prepare a conceptual development plan for the main entrances and key destinations/track nodes where facilities are to be developed and identify priorities, timing and funding requirements. N 1-2 yrs

- | | | |
|--|---|----------|
| b) Investigate composting toilet options and feasibility for use in more remote areas of the Outer Green Belt. | E | 1-2 yrs |
| c) Investigate funding opportunities with potential partners e.g. Transpower | N | ong oing |

Explanation.

The main entrances have been identified to provide key access points to the Outer Green Belt, at reasonably evenly spaced intervals along its length. Their purpose will be to provide essential visitor information and basic comfort stops, particularly for those on longer excursions such as the Skyline Track or multi-day walks traversing the Outer Green Belt. As the map shows, toilets and water are already available at five main entrances but none are at elevated locations, which are the most accessible for Skyline Track users. Development of elevated main entrances will be prioritised, subject to funding, so people on long-distance routes will not have to descend into valleys for toilet and water facilities.

Of the main entrances identified in the main entrances map, Otari-Wilton's Bush, Karori Park, Mākara Peak, Zealandia and Te Kopahou have already been developed and there will be improvements at the Khandallah Park entrance associated with the swimming pool upgrade. Two main entrances are needed in management sectors 1 and 2, one in Upper Stebbings Valley and another at the saddle of Ohariu Valley Road. Their development will be contingent on first connecting access through the Outer Green Belt in these sectors but will then be given priority. In the meantime, the existing drive-on access points at Wrights Hill and Brooklyn wind turbine will be developed as main entrances, to enhance their popularity as broadly accessible viewpoints.

Secondary entrances are at key access points in local communities, from which a range of tracks and loops can be taken. Tertiary-level entrances are simply local connections into the network.

The 2017/2018 survey indicated demand for more amenities, in particular, toilets, drinking water and rubbish bins. Locating these facilities mainly at the main roadside entrances helps to minimise environmental and visual impact in off-road areas as well as costs. However, there are exceptions, such as the summit of Mt Kaukau, where the intensity of visitor use at a distance from toilets is causing problems. Composting toilets are a potential option in such situations. Facilities appropriate to neighbourhood park use on the edge of the Outer Green Belt are generally managed under the suburban or northern reserves management plans e.g. Khandallah Park picnic and swimming pool area; Montgomery Avenue playground.

Rubbish bins will generally not be provided except at main entrances, where there will already be a concentration of site furniture and regular servicing requirements. A pack in, pack out policy will be publicised and promoted.

Updated map boards will gradually be replaced or installed as resources permit; larger ones at main entrances and the start and end of main routes, and smaller ones at other entrances. Generally, wayfinding markers only will be used on the walkways themselves, to reduce 'clutter' and as extreme weather conditions can be hard on map boards.

Currently colour-coded way-finding markers have been used along the Skyline Track from Old Coach Road to Mt Kaukau. The colour coding will be continued. On other tracks way-finding will continue to be by way of route and destination naming, and standard pictogram information (e.g. shared track, walking-only track, dogs on leash).

4.5.2.4 Dog walking

1. Provide for the reasonable exercise and recreational needs of dogs and their owners.
2. Inform dog-owners prominently of the need to keep dogs on a leash in all areas of the Outer Green Belt except in designated dog exercise areas, stressing the need for owners to prevent their dogs coming into conflict with other users, with grazing stock and with vulnerable wildlife (e.g. kākā.).
3. Encourage dog owners to use dog exercise areas for off-leash dog walking by providing information about the localities of dog exercise areas.

Explanation

The Outer Green Belt has a great deal of open space where people are frequently tempted to let their dogs off the leash. When they do, though, compatibility problems can arise with other users, with grazing stock and, with native wildlife. Already there have been instances of dogs killing or injuring native birds, such as kākā, and, in future, the risk will increase as more vulnerable species are reintroduced e.g. kiwi. In the Outer Green Belt 2017/18 survey, the majority of respondents supported exercising dogs on leash but there was less support for unleashed dogs.

Currently, five off-leash exercise areas are available in the Outer Green Belt of varying sizes, located at: Flinders Park in Johnsonville; Sersi Terrace track in Khandallah; Silverstream Road Reserve in Ngaio; Karori Park in Karori; and Wrights Hill parade ground in Karori. Some respondents in the 2017/18 survey asked for more dog exercise areas. Suitable sites in edge areas could be considered, subject to assessing the effects in the context of specific sites and weighing up the costs/benefits of allocating an area for single rather than multiple use.

4.1.1.1 Motorised vehicles

1. Prohibit private vehicle access except under exceptional circumstances and on a one-off basis or where legal access is provided for (refer to explanation for South Coast access or where legal right of way exists for example).

2. Limit motorised vehicle-based recreational use to organised events that have been approved and had permits issued under section 5.3.2 (Rules of this Plan), taking into account, in addition to the criteria in that section:
 - the number of vehicles involved in a given event;
 - the type of vehicles;
 - frequency of motorised vehicle events in the particular part of the Outer Green Belt;
 - the suitability of proposed routes;
 - the impact on other recreational users and the environment.

Explanation

Motorised vehicles can detract from recreational users' experience of the Outer Green Belt as a natural environment setting. Therefore, motorised vehicle access is limited. A significant change in this Plan is the proposal to extend the Outer Green Belt to the South Coast, which means the unpaved road around the coast from the Te Kopahou Visitors Centre is now part of the Outer Green Belt. Careful management of access along the road is required to provide for a range of recreational users, including those seeking 4WD-drive access around the coast, as well as for owners of historic baches on the coast. See Part 6, Management Sector 7

Off-road 4WD driving is recognised as a recreational use and local 4WD clubs have run one-off driving events on the Outer Green Belt before, under permits. Provided these events are of a sufficiently small scale, keep to agreed 4WD tracks and are sufficiently infrequent that other recreational users are rarely affected by them, the Council regards these activities as enabling a particular type of recreational group to access and enjoy the Outer Green Belt environment. There could be occasions where infrequent one-off events could enable some people to access the Outer Green Belt who would otherwise be physically unable to do so e.g. a 4WD club providing transport to enable a community group to carry out a botanical survey.

Motorised vehicle access may be part of a commercial activity proposal. The appropriateness of that access will be assessed against the values of the Outer Green Belt and as part of any licence or concession application that would be required prior to any commercial activity operating on the Outer Green Belt (refer to Rules Section).

Council staff will require motorised vehicle access from time to time for maintenance and management purposes.

4.5.2.5 Organised outdoor events and programmes

1. Encourage and support outdoor recreation events and programmes on the Outer Green Belt that encourage people's use of it and sense of connection to the landscape setting and natural environment.
2. Apply the rules in section 5.3.2: Managed Activities when considering applications for organised events and outdoor programmes and setting conditions of approval, taking into account the assessment criteria and the suitability of the proposal to the Outer Green Belt environment and/or particular area involved, and the impact on the environment and other users of:
 - a) the proposed scale;
 - b) the frequency;
 - c) the temporary nature of infrastructure and services required to provide the event or programme;
 - d) compatibility with other users and the possible need to temporarily restrict access to some areas;

- e) cumulative effects of the event or programme being considered alongside other events and programmes also happening in the Outer Green Belt;
- f) opportunities for partnership with event organisers to benefit the Outer Green Belt e.g. contributions to environmental outcomes associated with an event.

Action

- a) Work with Wellington NZ to investigate the feasibility costs and benefits of developing appropriate signature ‘Outer Green Belt’ events to promote it as a regional outdoor recreation destination and encourage people of various abilities to explore and enjoy what it has to offer. N 1-2 yrs

Explanation

Organised events and programmes are great opportunities to promote awareness of the Outer Green Belt, encourage participation in outdoor recreation, and showcase Wellington, with its unique combination of landscape and outdoor recreation opportunity. Examples to date include the mountain biking competitions based at Mākara Peak Mountain Bike Park; the WUU Wellington Urban Ultra 2K, mid-winter trail running event; the ‘Kids’ Mt Kaukau Challenge’ organised as a fundraiser by Khandallah School; Bio-Blitz community science days at Otari-Wilton’s Bush; and annual ‘Play in the Park’ theatrical productions, run by the Khandallah Arts Theatre.

It is likely that, as the Outer Green Belt becomes better known and increasingly connected, the ideas and demand for organised events will increase. It will be important to manage that demand to strike a balance between the expectations of some users who want the Outer Green Belt to be a peaceful escape from the city and others who enjoy participating in organised and, perhaps, large-scale events. The frequency and scale of events are important considerations in this. For instance, how frequently could Mākara Peak Mountain Bike Park be closed for mountain biking competitions before non-competitors felt disenfranchised? Elsewhere, while one 4WD excursion a year might feel like the exception, if it happened every month, would others feel the off-road atmosphere was being compromised?

Another way in which organised activities can occur is through commercial operations. For instance, guided walking or cycling tours or trips would potentially bring visibly organised groups into the Outer Green Belt. Such business activities could benefit the city economy by adding visitor attractions but could also potentially detract from the sense of free public open space if the groups were too large, poorly managed or too many.

The Outer Green Belt is a very large open space with the capacity to host a range of events and programmes. It is an attraction and it also plays a role in helping achieve community, health and wellbeing objectives by offering outdoor access and enjoyment. A regular signature ‘Outer Green Belt’ event (or events programme) could potentially be developed and promoted through social media channels, to attract residents and visitors alike, tied to promoting awareness of the Outer Green Belt. This could help achieve Outcome (iii) in *Our Capital Spaces*, contributing to Wellington’s outstanding quality of life through being a world-class walking and biking destination, with regional and national events.

Where the limits of organised events lie is as yet unknown, especially as informal recreation use is also increasing. In the meantime, events will be handled as ‘managed activities’ requiring an application and assessment process, and any approvals will be subject to special conditions aimed at minimising the impacts and optimising benefits.

4.6 COMMUNITY AND IDENTITY

4.6.1 OBJECTIVES

1. To encourage and support appropriate involvement of mana whenua, individuals, neighbouring landowners, community groups and organisations in working towards the Outer Green Belt vision.
2. To foster people's sense of community, belonging, health and wellbeing by encouraging individual and collective participation in caring and advocating for the Outer Green Belt.
3. To promote awareness of the Outer Green Belt as a community resource that contributes to Wellington's sense of place and people's quality of life.

4.6.2 POLICIES

4.6.2.1 Partnership with Mana Whenua

1. Encourage Treaty partners and the wider Māori community to help determine how this plan can be implemented, including:
 - a) working in partnership to co-manage sites of significance to mana whenua;
 - b) supporting Māori community-based groups to practise tikanga and to use open spaces in the Outer Green Belt for the development of indigenous knowledge and traditional activities, such as raranga (weaving), for the benefit of all.
2. Ensure that mana whenua are kept informed about Outer Green Belt management through regular reporting.
3. Use and encourage more use of te reo Māori in relation to place names and the key tikanga concepts carried into this plan.

Explanation

The Council's relationship with mana whenua³² is managed through Memoranda of Understanding with the mandated iwi entities, Port Nicholson Block Settlement Trust and Te Rūnanga o Toa Rangatira Incorporated, based on principles of partnership, participation and protection of taonga and cultural heritage. The Council has a responsibility to take account of the principles of the Treaty of Waitangi and to improve opportunities for Māori to contribute to local government decision-making processes.

The Outer Green Belt is a recent concept that does not necessarily reflect mana whenua's relationship with the land, either traditionally or currently. The way in which mana whenua wish to collaborate in managing the Outer Green Belt needs to be explored further as well as opportunities to be active partners in activities such as catchment management, habitat restoration, pest control and trail development. Supporting iwi's capacity and capability to be active partners is an aspect to be considered.

The Council's *Te Tauihu: Te Reo Māori Policy* aims to support more everyday usage of te reo Māori. Recognition and use of Māori place names is one way to do so but to also strengthen local identity and understanding of Māori heritage. Māori terms for natural elements and resources are already being used more, such as Māori names for plants and animals. Various tikanga also encapsulate concepts that align closely with the values and objectives of this Plan, such as kaitiakitanga (guardianship) and manaakitanga (hospitality, care and respect for others).

³² *Mana whenua* means customary authority exercised by an iwi or hapu in an identified area.

4.6.2.2 Community partnership

1. Inform community groups and local residents about what is happening in their part of the Outer Green Belt, so as to raise awareness of nature and recreational opportunities, development projects and events in local areas and encourage participation.
2. Work collaboratively with communities and interest groups to co-design and explore funding options for projects within reserves.
3. Encourage, support and provide opportunities for individuals and groups of all ages, and businesses, to help manage, maintain and develop the physical environment, outdoor recreational use and general awareness of the Outer Green Belt, and help monitor outcomes.
4. Work with other agencies, such as the Department of Conservation (DOC) and Wellington Regional Council, to co-ordinate management of overlapping interests and responsibilities, including instances where the Council manages DOC land for the department.
5. Encourage and support volunteers and volunteer groups who have a mandate to undertake proposed work by:
 - a) communicating regularly and having clear agreements (usually Memorandum of Agreement) that define responsibilities and set out the group's objectives, health and safety requirements, and how achievements will be measured;
 - b) providing guidance to volunteers to help implement this Plan and other Council work such as city-wide restoration planting and pest animal management programmes;
 - c) promoting collaboration and sharing of skills and resources between different volunteer groups;
 - d) helping volunteers to plan their activities realistically, taking into account the time needed for ongoing tasks such as planting maintenance, ongoing track maintenance or year-round trap checking;
 - e) providing practical advice, training and, subject to Council resourcing, assistance with tools and materials;
 - f) recognising and celebrating volunteers' efforts and achievements.
6. Maintain open communication with volunteers, volunteer groups and communities, to constructively exchange feedback, knowledge and new ideas about how best to work together to achieve goals.
7. Use technology to enable communities to participate, monitor outcomes and keep people informed about new initiatives and outcomes.
8. Continue to support communities and community groups in organising and promoting local event initiatives (see policy 4.5.2.6, organised outdoor events and programmes).

Explanation

In recent years increasing numbers of individuals, community groups, businesses and neighbouring landowners have contributed hugely by volunteering their time to help manage the Outer Green Belt. Their activities include pest animal control, planting, site maintenance, track building, guiding visitors and monitoring ecosystem health. The Council, in return, offers advice, plants, materials and practical assistance. There are numerous benefits. More is achieved in managing our reserves than the Council could achieve without the extra help; volunteers often get huge satisfaction from helping to care for places they care about and contributing to a 'greater good'; the exercise and contact with nature benefits people's health and wellbeing; and communities become more resilient as people meet and work towards common goals, potentially becoming better placed to help each other in hard times and emergencies.

The Council needs to invest time and resources into managing volunteer partnerships to foster a mutually beneficial relationship. To sustain people's enthusiasm, voluntary effort must be well-

managed. An important aspect of this is to ensure that groups only take on what they can manage in terms of physical capability and time commitment. There is an opportunity for more collaboration between volunteer groups, given that a high proportion of volunteers tend to be young adult or aged over 60 years. Groups often work separately but there can be practical and social benefits when people of different ages and backgrounds work alongside each other, combining different physical capabilities, objectives, skills and experience. Engaging with youth holds the potential for future kaitiaki of the Outer Green Belt.

Also important is the need to optimise positive outcomes in terms of the Council's overall management objectives and related budgets. Enthusiasm and the sense of ownership that grows from voluntary effort can lead to different perceptions about what should be done and how particular places should be used and managed. For instance, 'unofficial' track building in places has led to problems (see 4.5.2.3). At the same time, community groups often bring fresh ideas and local knowledge. Sometimes their ideas or projects might be of low priority within the Council's current work programme and resource allocations but the Council needs to be open to suggestions and consider adding ideas and projects to its future programme and budget allocations.

4.6.2.3 Partnership with neighbours

1. Advocate the Outer Green Belt vision to all neighbours through regular communication and information.
2. Encourage neighbours to manage their land in ways that will help attain the Outer Green Belt vision by providing information, advice and, where resources permit, practical assistance.
3. Inform and support neighbours about options, assistance and incentives that may be available for nature and heritage conservation initiatives on private land in collaboration with other agencies, including Greater Wellington, the Department of Conservation, QEII National Trust and Heritage New Zealand.
4. Foster good neighbour relationships with owners of land adjoining the Outer Green Belt, in particular, seeking ways to mutually avoid, remedy or mitigate cross-boundary issues.
5. Work with the Porirua City Council to connect and integrate open space management objectives across the northern Outer Green Belt boundary to Rangituhi / Colonial Knob and the Porirua Harbour catchment (see Part 6, Management Sector 1).

Explanation

The ridges of the Outer Green Belt are, as described in Parts 1 and 3 of this Plan, an important feature in Wellington City, with multiple open space values. Some of these values, such as important native forest remnants, historic sites and riparian land also occur on neighbouring private land. Landowners are increasingly aware of the importance of sustainable land management. In places, landowners support the Outer Green Belt vision by allowing public access across their land. The Council recognises that neighbouring landowners will have their own land management objectives but seeks to collaborate with them to achieve compatible land management where possible. Landowners can be supported in this, depending on available resources, through such things as practical advice, assistance with weed control, pest animal control and planting, and placing protective covenants over areas of high open space value.

Good neighbour relationships help when dealing with cross-boundary issues that can arise such as boundary fencing, weed and pest animal control, fire risk, dog control and access and trespass management. The 'good neighbour' principle applies not only to the farming landowners but also to the numerous urban residential neighbours who adjoin the Outer Green Belt reserves.

4.6.2.4 Outer Green Belt identity

1. Promote the Outer Green Belt to residents and visitors alike as a formative feature that contributes to Wellington's reputation as a beautiful, invigorating and liveable eco-city – and the uniquely 'Wellington' experience.

2. Promote, in particular, the Outer Green Belt’s wealth of:
 - outdoor recreation opportunities and destinations,
 - nature-based attractions;
 - opportunities to get involved in community and environmental care activities.
3. Support and co-ordinate promotion of the main nature-based and recreational attractions located within the Outer Green Belt such as Zealandia, Otari Wilton’s Bush and Mākara Peak Mountain Bike Park.
4. Co-ordinate promotion of the Outer Green Belt with:
 - a) Council-wide promotion of the Wellington’s open spaces and outdoor recreation opportunities;
 - b) the development and implementation of site-based projects (e.g. entrance development) and interpretation planning.

Action

- | | | |
|---|---|---------|
| a) Develop a visual identity for the Outer Green Belt to ensure consistent and appropriate style in site development features e.g. park furniture and signage that reflects a low key, natural character. | N | 1-2 yrs |
|---|---|---------|

Explanation

The Outer Green Belt is a prominent feature in Wellington’s landscape yet it is still not as well-known as it might be. Its sheer scale makes it a dominant feature in Wellington’s landscape, visible from most parts of the central city and suburbs. Its typically ‘Wellington’ hills, wild nature and outdoor opportunities are an essential part of our Wellington identity, at both local and city-wide levels. It is arguable that it contributes significantly to Wellington’s top ranking in the 2018 Deutsche Bank liveable cities survey that compared quality of life across 47 cities. Greater appreciation of what it does for Wellington, as described in Part 3, will be important in its protection and management over coming years, in the face of pressures for urban growth.

The development of a visual identity that can be used in signage, maps and other information will help to raise recognition of and awareness of the whole Outer Green Belt. The visual identity can also be quite subtle, such as guiding the low-key design of site furniture appropriate to the Outer Green Belt’s rugged, natural character.

4.6.2.5 Interpretation

1. Develop interpretation material to assist visitors appreciate the Outer Green Belt’s unique natural environment and heritage, subject to available funding.
2. Develop easily accessible information about the Outer Green Belt in a range of formats, including on-site, on-line and printed.

Action

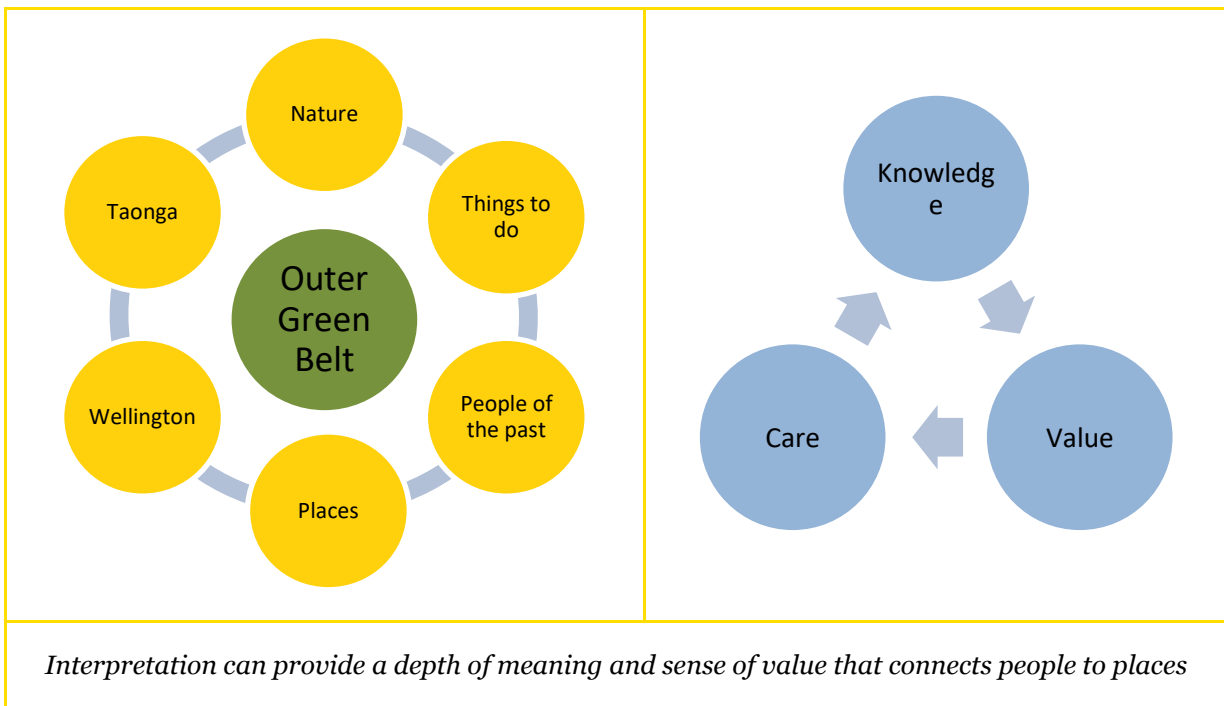
- | | | |
|--|---|---------|
| a) Develop a high-level interpretation plan for the whole Outer Green Belt with guiding principles and a broad implementation plan covering: <ul style="list-style-type: none"> • key messages and themes including interweaving nature/culture/history/sense of place; • the target audiences and how to engage with them; • how the interpretation will fit with and complement other Council interpretation plans. | N | 1-2 yrs |
|--|---|---------|

Explanation

The Outer Green Belt holds stories and meaning that are not widely known but can add to people’s sense of place, understanding and appreciation of places and the Outer Green Belt as a whole. Community use of the Outer Green Belt today builds on this sense of place and reflects the value afforded to this land.

An interpretation plan will provide the basis for telling the stories, as resources allow, and guide which of the available media to use. For instance, while physical on-site interpretation can work well for basic information, access to more detailed and/or interactive digital information could hold cost savings, help to avoid visual clutter on site, and widen the reach of interpretation to audiences who prefer or are more accustomed to digital formats.

The Outer Green Belt has numerous interconnected stories and themes (e.g. the history of conservation overlaps with themes about the present day plants and animals). Those stories also overlap with other information and interpretation plans such as the biodiversity interpretation framework being developed in relation to *Our Natural Capital*. Interweaving the various stories, whilst ensuring the key messages and stories are clear, could add to the richness and exciting possibilities for engaging a range of audiences.



4.6.2.6 Education and research

1. Educate neighbours and members of the public whenever possible about principles of good ecological management on the Outer Green Belt, such as safe disposal of weeds and not feeding native birds except through planting suitable food-source trees.

2. Promote the Outer Green Belt as an outdoor classroom by enabling opportunities for field-based environmental learning, such as school activities.
3. Encourage and support research and information sharing into the Outer Green Belt's open space values, usage and management through partnerships with research organisations and interested community groups, including but not limited to studies of:
 - a) environmental, recreational, and social issues associated with open space, recreation, and natural environments;
 - b) landscape and city character;
 - c) implications of urban growth on the roles of the Outer Green Belt in Wellington,
 - d) pest management (plant and animal)
 - e) biodiversity and urban ecology.
4. Integrate research projects and findings with the need to monitor management outcomes and trends on the Outer Green Belt.
5. Encourage and support citizen science projects.

Explanation

The spread of weeds into the Outer Green Belt from neighbouring properties through garden escapes or weed dumping is a serious issue, which the Council seeks to address through education about the impacts and advocating suitable garden plants to use instead of problem plants.

There is much to learn about the Outer Green Belt environment, its role in the city, the people that use it, our land management practices and the effects of the numerous activities that take place within it. Research findings underpin a lot of the Council's broad strategies and plans, such as *Our Capital Spaces* and *Our Natural Capital*, but continuing research, coupled with the Council's monitoring programmes is needed to help guide policy development and improve work programmes.

In accordance with *Our Natural Capital* biodiversity strategy, the Council has been collaborating with universities, including Victoria University of Wellington, and other research organisations on research aimed at better understanding Wellington's ecosystems, how they are affected by close proximity to urban areas and how best to restore and manage them. Some of the research feeds into the national initiative, the People, Cities and Nature project. Research, such as lizard or botanical surveys, is still needed to verify whether some species known to have been in the Wellington area are present and, if so, their location and numbers, and to find out what factors might be limiting certain species from establishing or spreading.

Otari-Wilton's Bush and Zealandia have been focal points of research activities within the Outer Green Belt that are linked to visitor facilities and public education programmes. The inter-related research and education strands in these facilities are already benefitting the ecological management of the Outer Green Belt through research findings and increased engagement with and support for restoration programmes. Partnerships under the enviro-schools, and Sanctuary to Sea initiatives are examples. Citizen science initiatives such as the Bioblitz at Otari to the Great Kereru Count project are increasingly becoming a part of how we are learning about our natural spaces. With bird sightings and other findings regularly reported into public databases such as Ebird and Naturewatch our knowledge of the Outer Green Belt is constantly expanding.

The interactions of people, including recreational users, neighbouring landowners and restoration groups, with each other and with the Outer Green Belt environment, are also potential areas for social research that might guide future management and partnership relationships. For instance, it would be useful to understand any behaviour change and changing attitudes over time to the Skyline Track being managed as a Signature Trail.

Environmental education.

The proximity of the Outer Green Belt to the urban area and, in particular, schools and pre-schools presents learning opportunities that could be developed in partnership with teachers. Simple

'learning outposts' could be facilitated at places suitable for students to explore and learn, linked to school lesson plans. Local schools could potentially adopt 'their' part of the Outer Green Belt as part of strengthening neighbourhood identity and connections to nature.

4.7 RESILIENCE

4.7.1 OBJECTIVES

1. To contribute to the city's resilience and climate change response through ecosystem services on the Outer Green Belt, where appropriate and within the scope of the Outer Green Belt vision.
2. To contribute to the city's resilience through community building and emergency preparedness on the Outer Green Belt.

4.7.2 POLICIES

4.7.2.1 Ecosystem Services

1. Manage the Outer Green Belt's natural areas so that ecosystem services help sustain a healthy and robust environment through such things as clean air and water, flood control, soil conservation and carbon storage in native vegetation.
2. Manage the Outer Green Belt to mitigate potential effects of climate change.
3. Where compatible with landscape, ecological and recreational values, investigate the potential for further areas of carbon storage forests in the Outer Green Belt.

Explanation

City resilience has to do with 'future-proofing' urban environments to be as self-sustaining as possible in the face of large-scale changes, such as climate change. This includes weaving natural environments through cities, to provide important 'life support' ecosystem services and allow plant and animal populations to adapt to habitat change. (See 4.2, Nature.) The Outer Green Belt already contributes to Wellington's resilience because it is such a large, central and continuous band of green space in the city's open space network. Importantly, it contains the headwaters of numerous stream catchments where good land management and forest cover enhances water quality. Damage to the Outer Green Belt environment is likely from more extreme weather events associated with climate change and could include flooding, slips, wind damage and drought. Resilience through increased and healthy vegetation cover is the best defence as it is likely to reduce the risk of soil erosion and slips, help absorb runoff during heavy rain, retain soil moisture in dry periods and filter pollutants and sediment. Downstream benefits include improved water quality and reduced flooding. Another potential effect of climate change is increased fire risk from more droughts and, potentially, lightning strike. See 4.2.2.6, Fire.

Under the city's *Low Carbon Capital Plan 2016-2018*, designated areas within the Outer Green Belt have been registered as carbon storage forests under several programmes to generate carbon credits. There could be future opportunities to help implement *Te Atakura First to Zero*, Wellington's blueprint for a Zero Carbon Capital (2019) through more carbon storage on the Outer Green Belt. The potential and implications of Emissions Trading schemes is a rapidly changing area at the present time. Carbon farming and trading schemes will need to be monitored and carefully considered to obtain any potential value while continuing to protect and enhance the Outer Green Belt values.

4.7.2.2 Fire

1. Manage fire risk by:
 - a) rules in the Rules section;
 - b) co-ordinating fire management with Fire and Emergency New Zealand.
 - c) implementing a fire management plan (see action (a) below);
 - d) informing the public about fire risks and how to avoid causing fires via on-site signs and other visitor information;

- e) planting fire-resistant species in areas of high fire risk;
- f) working with neighbours to co-ordinate cross-boundary fire mitigation planning.

Explanation

Open fires on the Outer Green Belt are prohibited (unless permitted under the Wellington Consolidated Bylaw) as are fireworks. Fire has the potential to threaten safety and property and set back ecosystem restoration. The frequency of fires has decreased in recent years, largely because of regenerating indigenous vegetation supplanting flammable gorse, but there will always be a risk from people causing inadvertent or deliberate fire and from lightning strike. Climate change may exacerbate the risk through likely increase in frequency and/or severity of drought conditions.

Fire and Emergency New Zealand (FENZ) is responsible for responding to and managing fire events under its Wellington Fire Plan. In the event of a fire, Council rangers would work with FENZ to provide local knowledge. A more detailed fire plan is needed, specifically tailored to the Outer Green Belt. It needs to cover both emergency response and mitigation of fire risk. Emergency response would include such things as information provided in advance to FENZ (e.g. maps), identified safe routes and places for retreat, and potential sources of water for firefighting. Mitigation would include identifying areas of high fire risk and how to manage those particular areas, planning fire breaks, including fire breaks of fire-resistant species, boundary management in liaison with neighbours, and public education.

Action

- | | | |
|--|---|---------|
| a) Prepare an Outer Green Belt fire management plan in co-ordination with Fire and Emergency New Zealand (FENZ) to help guide the FENZ response in the event of a fire and to mitigate the risk of fire. | N | 1-2 yrs |
|--|---|---------|

4.7.2.3 Resilient communities and emergency response

1. Help build communities by encouraging citizens to enjoy and care for the Outer Green Belt together.
2. Support the health and wellbeing of Wellingtonians by providing places where people can relax, be active in the outdoors and have contact with the natural environment.
3. Where appropriate and compatible with other open space values, provide places for delivery of emergency services, such as water supply, and for people to meet and seek refuge in emergencies.
4. Recognise key tracks on the Outer Green Belt may be suitable for providing alternative access if road and rail transport is disrupted in an emergency (see 4.5.2.3(4))

Explanation

Communities in resilient cities are actively engaged in caring for the health of their natural environments. Those bordering the Outer Green Belt often have strong connections to 'their' local open space. By becoming involved in using, defending or caring for those places, people get to know each other and strengthen a sense of community. That leads to better preparedness in times of emergency – knowing their own area, resources, people with useful skills and where to go for support. Furthermore, people with good levels of health and wellbeing are likely to be better able to cope with emergencies and the change and uncertainty that often follows natural disasters. Research indicates that people's physical and mental health benefits from physical activity and contact with nature. The opportunities for outdoor leisure, active recreation and participation in the open spaces of the Outer Green Belt can contribute to achieving Outcome 1, 'Getting everyone active and healthy' in *Our Capital Spaces 20123-2023* and help address some of the issues facing communities today such as obesity and declining physical fitness, social isolation and demands on mental health services.

	<p>Active Families Programme. As part of its ‘Green Prescription Active Families’ programme, Sport Wellington supported families in Johnsonville to “conquer Mt Kaukau”. The free programme is designed to help families have healthy lifestyles through being more active and healthy eating.</p>
	<p>Photograph: Sport Wellington</p>

Growing food locally is another aspect of building resilience and there have been initiatives in the city to establish community gardens and plant fruit-bearing trees. There are currently no community gardens on the Outer Green Belt and further work is required to consider if there are any areas that may be suitable in the context of the Outer Green Belt vision and values.. .

4.8 MONITORING

4.8.1 MONITORING

Monitoring is needed to gather data that will help inform decision-making. The amount of information available specifically about the Outer Green Belt is somewhat sparse and inconsistent because, to date, regular monitoring to specifically find out about the trends and changes over the whole area has not been done. Some information about specific places or areas in the Outer Green Belt is available, and some broader information, such as restoration planting areas, has also been recorded. The 2017/2018 Outer Green Belt citizen survey, which was done in the course of this management plan review, very usefully shed light on a wide range of aspects, including people’s perceptions and awareness of the Outer Green Belt, their usage patterns, preferences, issues and ideas. It provides a potential baseline for further surveys. The photo montages in Appendix IV of this Plan are also a useful record of large-scale and long-term landscape change in the Outer Green Belt.

It is now timely to set up and implement a monitoring programme to record changes in the physical Outer Green Belt environment, how it is being used and by whom, and help measure the implementation of policies in this Plan. The rise in community-sourced data could be a valuable information source, yet to be systematically utilised e.g. Strava, the social fitness network that people use to record routes and other site-based, experiential information online.

4.8.1.1 Monitoring plan

Action

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|---|----------------|
| <p>a) Set up a plan, <i>in conjunction with other agencies and community where relevant</i>, to monitor and evaluate trends and changes in the Outer Green Belt over the next 10 years to inform future management, to cover such things as:</p> | <p>N</p> |
| <ul style="list-style-type: none"> • 3-yearly citizen surveys to build on the 2017/2018 survey, and gauge trends in user patterns and preferences, and general awareness of the Outer Green Belt and what it has to offer; • 6-yearly aerial photography, which the Council already gets, for comparisons of large-scale changes in vegetation cover over time; | <p>1-2 yrs</p> |

- forest birds on the Outer Green Belt as part of the city-wide bird monitoring;
- other native wildlife species, such as lizards, although targeted monitoring methods may need to be developed first
- freshwater monitoring, *within a freshwater ecosystem health framework, potentially incorporating water quantity, quality, aquatic life, habitat and ecosystem processes*³³;
- pest animals on the Outer Green Belt as part of the city-wide monitoring;
- rare and/or threatened plant species and plant communities on the Outer Green Belt;
- records of community group activities and volunteer effort on the Outer Green Belt to quantify the value of this activity and quantify resources required to support and manage;
- track counter statistics to gather track usage data;
- incident / complaint reports including reported injuries;
- visitor surveys, to find out who is visiting the Outer Green Belt, where, and to gauge visitor satisfaction, including experiences of key destinations and the main trails;
- another set of photo-montage images of the Outer Green Belt from the same photo points as have been used in 2004 and 2018, in 10 years'

³³ In partnership with other agencies such as Wellington Water Limited and Greater Wellington Regional Council.

time, before the next review of this Plan.

5 RULES FOR USE AND DEVELOPMENT

5.1 RULES OVERVIEW

This part of the plan³⁴ outlines rules applicable to the Council's Outer Green Belt reserves for the provision and management of all activities, including development. The Essential Principles in Part 2 should be read in conjunction with the Rules, to help weigh up decisions.

Activities have the potential to impact on the Outer Green Belt environment and people's use and enjoyment of it so activities are managed through approvals by the Wellington City Council (Parks, Sport and Recreation). The rules are intended to guide decision-making at a range of scales from activities that might affect the Outer Green Belt as a whole down to the site-specific. The type of permission required and decision process depends on which of the following three categories applies:

- allowed activities
- managed activities
- prohibited activities.

These rules for use and development are not intended to preclude the Council's day-to-day management. For example, use of a chainsaw is prohibited but Council staff or their contractors will be permitted to use them as required for tree management.

Council will continue to explore regulatory tools available for enforcement of the Rules; for example the ability to impose fines to manage behaviours and activity.

Transpower activities are governed by the Electricity Act 1992, Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009, and the Electricity (Hazards from Trees) Regulations 2003. Rules for use and development are not intended to preclude activities that are explicitly permitted by that legislation but a partnership approach is anticipated.

5.2 RULES – OBJECTIVE

1. Manage activities for use and development on the Outer Green Belt in a manner that:
 - a) recognises and protects the key landscape, natural, recreation, culture, heritage and community values; and
 - b) helps deliver environmental and recreational outcomes that support aspirations for Wellington to be an eco-city recognised for its liveability.

5.3 RULES – POLICIES

1. Provide for environmentally sustainable activities and uses that are consistent with the objectives and policies of this plan.
2. Manage and maintain discretion over activities to ensure appropriate allocation of resources, protection of Outer Green Belt values, and the safety of users.
3. Maintain discretion over new activities and utilities to avoid or limit impacts on the environment and Outer Green Belt values.

³⁴ These rules should be read in conjunction with the Wellington Consolidated Bylaw 2008.'

4. Follow a process for determining whether new activities and development are appropriate for the open space directly affected and for the Outer Green Belt in general.
5. Prohibit activities that are inappropriate for the Outer Green Belt.
6. Guide balanced decision-making when assessing potentially conflicting activities and/or when assessing effects of activity on the range of Outer Green Belt values.

5.3.1 ALLOWED ACTIVITIES ON THE OUTER GREEN BELT

1. The following activities by individuals or groups are permitted for non-commercial purposes and may be subject to certain conditions and temporary restrictions in order to protect Outer Green Belt values and provide for the health, safety and wellbeing of visitors:
 - walking, tramping and running
 - cycling and mountain biking on shared and designated tracks (refer also to track network policies 4.5.2.3 and the Council's *Open Space Access Plan 2016*)
 - electric bicycle use (e-biking)³⁵, subject to the *Open Space Access Plan 2016*
 - dog walking on leash unless in a specified off-leash area, refer to the Council's Dog Policy 2016 and management sector maps
 - the movement of horses through management sectors 1 and 2, at Chartwell and on the farm tracks in Te Kopahou.
 - sightseeing and scenic viewing
 - picnicking, cooking on barbecues (gas only), informal gatherings, group games and other similar activities (restrictions may apply to some locations or activities (refer to 5.3.2.1 below)
 - informal games
 - quiet, sedentary, typically individual activities such as reading, painting, craft work, amateur (i.e. non-commercial) photography and filming³⁶ that do not potentially offend or obstruct other Outer Green Belt users
 - nature study and wildlife spotting (for recreation, education and research)
 - orienteering and geocaching
 - vehicle access to public car parks and leased facilities
 - freedom camping of only self-contained campervans in the designated areas and as per set limits.
 - vehicle access for reserve management, emergency and civil defence vehicles.
2. Council will consider allowing recreational activities other than those in the above list in specified areas, following analysis of the benefits and effects and subject to reasonable conditions.

Explanation

Allowed activities are largely informal and unstructured, and traditionally associated with public parks and reserves. Allowed activities generally have a low impact on Outer Green Belt values and other users and need few restrictions. Members of the public do not need to book these activities or seek approval for them (if in doubt, contact a park ranger).

³⁵ A electric bike (e-bike) is defined as a bicycle primarily pedal powered by human energy (pedal assist) and may be assisted by a maximum continuous rated electric motor of up to 300 watts (of battery power) as well as limited to 25 km/hr. See *Open Space Access Plan 2016*, S.5.

³⁶ Non-commercial filming that is anything other than a home video-type activity is a managed activity. The need to obtain landowner (i.e. Council) approval for commercial photography and filming will be assessed on a case-by-case basis, primarily considering the impact of the activity.

Commercial (business³⁷) activity is not an 'allowed' activity. Commercial use refers to use by an individual, group or organisation that is carried out for profit or as a means of livelihood or gain. This includes, but is not limited to, recreation and sport, tourism and filming businesses.

Some activities, like mountain biking, e-bike riding, horse riding and walking a dog off-leash are subject to further rules about the allowed areas or conditions of use. The *Open Space Access Plan (2016)* lists the tracks and areas closed to mountain biking (Schedule A), prioritised for mountain biking (Schedule B), open for e-bike use (Schedule C), and open for horse riding (Schedule D). Dog walking is also governed by a separate and specific Council policy (*Bylaw and Dog Policy 2016*).

Utilities operations access and activities are not an 'allowed activity' and will require assessment and approval depending on the type of utility, relevant legislation associated with that type of utility, legal arrangements (if any) already in place and the timing, nature and scale of any proposed access or work.

5.3.1.1 Restrictions on allowed activities

1. In order to protect, the Outer Green Belt environment, the health, safety and wellbeing of other users and to facilitate management operations, restrictions may be placed on allowed activities. The following is a guide of potential issues that may result in restrictions:
 - a) group size for informal activities (up to 30 people is generally considered allowed, subject to assessment of the impact of what the group is doing)
 - b) time of the day and duration of activity (assessed on impact)
 - c) location (ensuring there is no user conflict between reserve users)
 - d) day of the week or time of year (restriction in regards to events during public holidays and considering weekday and weekend activity)
 - e) the weather (restriction of activities and use of certain areas or facilities)
 - f) environment conditions (any impact on the land and surrounding environment)
 - g) compatibility with maintenance or management of Outer Green Belt reserves at certain times.

The Council's rangers will manage these types of restrictions under the reserves Act and bylaws. These restrictions are usually temporary and in response to situations that are already happening.

5.3.2 MANAGED ACTIVITIES ON THE OUTER GREEN BELT

5.3.2.1 Managed activities

1. Managed activities are those that are not specifically 'allowed' or 'prohibited' and any that are not listed in this management plan or require a case-by-case assessment. They may:
 - be new activities and development including utilities
 - be existing activities or development that do not have the appropriate approval in place
 - involve access for maintenance in relation to easements;
 - involve the exclusive use of an area for an extended period of time
 - require the development, extension or adaptation of temporary or permanent structures and buildings
 - include commercial (business) activities

³⁷ "Business activity" means an undertaking carried on for pecuniary gain or reward.

- be large-scale events and a range of other uses.

Explanation

These activities are generally undertaken in a specific location and may involve temporary or longer term allocation of a reserve area or structure for a specific use. A temporary activity is of a non-repetitive, transient nature, that does not exceed 6 weeks' duration, and does not involve the construction of permanent structures or facilities. Each application is considered on its merits, compatibility and appropriateness to both the Outer Green Belt in general and the location proposed. Some applications may need to be publicly notified and all applications can either be approved, subject to conditions, or declined.

Note: volunteering activities also need to be managed and approved but this is done through agreements between the Council and volunteer(s), often recorded in Memoranda of Understanding (see 4.6.2.2 Community Partnership).

5.3.2.2 Applications for managed activities

1. Wellington City Council, as landowner, will manage approvals of activities and development through one of the following:
 - concession
 - easement
 - lease
 - licence
 - permit (including land owner approval letter)
 - booking.
2. Note that some activities may require other approvals from Wellington City Council and other organisations including:
 - resource consent (Resource Management Act)
 - liquor licence
 - archaeological authority (from Heritage New Zealand)
 - adjacent landowners (e.g. if access across adjacent private land is required).

5.3.2.3 Permits and bookings

1. Managed activities that require a permit or booking will be approved or declined by Council staff. These include:
 - a) conducting events (e.g. multisport) and including, but not limited to, events and activities run on a 'cost-recovery' or 'not-for-profit' basis
 - b) one-off non-commercial motorised vehicle recreational events organised and run by appropriately qualified persons or organisations
 - c) camping for educational purposes only
 - d) conducting one-off activities involving site occupation or use (e.g. weddings, concerts)
 - e) commercial filming and photography (see footnotes under 5.3.2)
 - f) temporary access, such as for infrastructure maintenance, installation of equipment, vehicle use or construction access, (except for reserve management, emergency access and as identified in the management sector plans)
 - g) parachuting, parapenting, hang gliding, kite carts/boards
 - h) aircraft, helicopter landing and drone and model airplane activity

- i) storage of materials or plant (such as gravel in parking areas, or construction lay-down sites for infrastructure projects)
- j) markets and fairs
- k) collecting natural materials, removal of living plant material
- l) cultural harvesting, managed sustainably through tikanga
- m) planting (unless carried out by the Council or its contractors or as approved by Parks, Sport and Recreation)
- n) tree felling (unless carried out by the Council or its contractors, or as approved by Parks, Sport and Recreation)
- o) environmental and outdoor education when it supports and complements the objectives of this plan
- p) total or partial demolition or removal of buildings or structures
- q) structures and furniture (including track infrastructure, gates, footbridges, track overpasses, fences, walls, retaining walls, artworks, sculpture, plaques, memorials, seats, interpretation, lighting, sun/shade shelters – but not including utilities)
- r) signs in relation to reserve activity only (signs and/or advertising for non-reserve-related activity are prohibited). Council signs do not require approval.

5.3.2.4 Leases, licenses, concessions and easements

1. Managed activities that require a lease, licence, concession or easement will be assessed by Council staff and Council (or a delegated Committee) will approve or decline. These include:
 - a) sporting activities that require use of and/or exclusive use of purpose-built ground surface such as a playing field or green;
 - b) leasing buildings and/or Outer Green Belt land (subject to the Leases Policy for Community and Recreational Groups) ;
 - c) vehicle access by lease or license holders, as approved under the lease or license;
 - d) commercial (business) activities that are either large one-off events or are concessions for six months or more (including but not limited to multisport events, guided walking, biking or motorised vehicle tours, selling food or drinks or hiring equipment);
 - e) commercial land use activities, such as bee keeping and grazing;
 - f) community gardens and orchards (see 4.6.2.5) and bee keeping;
 - g) new buildings, building extensions, car parks and hard surfaces, additions and alterations;
 - h) utilities (essential systems and networks that provide the city with water, energy, communications and wastewater removal) including access across Council land for utility maintenance and management purposes;
 - i) any restriction of public access and charging for entry to areas of the Outer Green Belt, whether commercial or not.
2. The Council will, discourage the erection of club or recreational buildings and ensure structures are appropriate for the use and consistent with the principles of this Plan.
3. The Outer Green Belt will not, in general, be used as a place for locating those activities which, because of their effects, are unable to be accommodated elsewhere.

5.3.2.5 Public notification

1. Applications for managed activities will be publicly notified when:

- a) it is required under the Reserves Act 1977
- b) it is required by Council policy (e.g. granting a lease or licence under the Leases Policy for Community and Recreational Groups)
- c) an application to construct or modify a permanent utility would significantly alter the nature, scale, or intensity of the effect on the reserve
- d) the nature and/or scale of the proposed activity has the potential to adversely impact on reserve values, including permanent public access and open space
- e) they involve a commercial sub-lease or sub-licence or concession.

5.3.2.6 Information required with an application

1. All applications are required to include the following³⁸ relevant information:
 - a) a description and/or plans of the proposal with enough detail for Council staff to determine all potential effects
 - b) an assessment of the impacts the development/activity will have on the immediate and wider environment
 - c) the purpose of the proposed development/activity and why it needs to take place on the reserve network
 - d) an explanation of how the development/activity is aligned with the objectives and policies in this plan
 - e) details of other approvals or consents required (e.g. if consent is required under the Resource Management Act 1991)
 - f) consultation with affected parties
 - g) identification of health and safety issues and how these will be managed
 - h) where required, a business plan for concessions, leases, and licence applications
 - i) information as required by other Council policy (e.g. the Leases Policy) or as required on any specific application form (e.g. the Temporary Access Permit).

5.3.2.7 Decision-making guidelines

Read and base decisions on the Essential Principles in Part 2.

1. Wellington City Council (Parks, Sport and Recreation) will consider the following when assessing applications for landowner approval:
 - a) the effect, including cumulative effect, on the predominantly natural character of the Outer Green Belt as a setting
 - b) any resulting lost opportunity for connectivity of native vegetation, visual landscape or track network in the Outer Green Belt
 - c) the extent to which the proposal is focused on opportunities for outdoor recreation and leisure
 - d) the extent to which an commercial / concession activity enhances and does not detract from the other user experiences
 - e) if the activity and/or development could be co-located

³⁸ The amount of detail required will be in relation to the scale and complexity of the proposal and potential for effect on the reserve and other reserve users.

- f) whether the proposal could reasonably be undertaken in another location, e.g. on non-reserve land, on another reserve, or at another location in the Council's reserve network where potential adverse effects would be less
- g) the degree to which the proposal is consistent with the relevant objectives and policies of each section of this plan and the relevant management sector plan
- h) effects (positive and negative) on reserve infrastructure, approved activities, the surrounding environment, and the enjoyment of other reserve users (limits may be placed on the frequency of the proposed activity and the need for temporary closure)
- i) the level of any additional benefits, enjoyment, and use opportunities for visitors to the reserve, local and regional community and mana whenua
- j) the extent to which the proposal affects current or future public access
- k) assessment of the effects of the location, extent, design and cumulative effect of any infrastructure (such as earthworks, lighting, fencing, car parking, access roads and so on) associated with a development or activity proposal
- l) the potential to mitigate the effects of the development or activity in a way that is in keeping with the site and wider Outer Green Belt landscape character and values
- m) the degree of risk associated with any activity (in relation to biosecurity, sustainability etc.).

5.3.2.8 Signs

1. Council signage and interpretation will be used to inform visitors about recreation opportunities and potential hazards, and environmental, cultural, and historic values of the Outer Green Belt and/or immediate site or area, including for:
 - helping visitors navigate tracks successfully and safely;
 - enhancing understanding and appreciation of the Outer Green Belt and its values;
 - managing the interface between private and public land.
2. No signs or hoardings are permitted on the Outer Green Belt that are not immediately relevant to the activities occurring on, or features of, the reserve. This includes election hoardings and any commercial advertising.
3. A high number of signs can detract from open space values, so control on the number, location, and design is necessary. The size, location, design, and appearance of signs and sponsorship information must not detract from the amenity of the area nor appear to dominate other public information signs. All signs must comply with the legislative requirements, district plan and Leases Policy where relevant.
4. In general, the use of Council-owned land in the Outer Green Belt for advertising purposes is not permitted. However, existing and future sponsorship advertising relating to specific facilities and events will be permitted where:
 - a) the wording of the sign is readable only from within the area concerned and the structure supporting the advertising is sited as unobtrusively as possible;
 - b) sponsorship signs are proposed on a building, the name of the sponsor must be incorporated into the external name signs for buildings rather than as a separate sign;
 - c) the Council has the right to refuse permission for the display of any sponsorship or advertising material that may offend any section of the community.
5. Temporary signs relating to special events.

5.3.2.9 Utilities

Use of the Outer Green Belt for public utilities is considered appropriate in some circumstances. This does not mean that the utility must be in public ownership, but it must provide an essential service to

the public. All new utilities and all replacements and upgrades³⁹ of existing utilities will be allowed on reserves where the Council's specific conditions have been met (see policies below).

5.3.2.10 Public utilities

1. New utilities, replacement or upgrades of existing utilities may be permitted by granting leases or easements provided:
 - a) it is an essential service to the public
 - b) it cannot be reasonably located elsewhere
 - c) the natural, recreational, cultural and heritage values of the reserve and Outer Green Belt are not significantly disrupted
 - d) the public benefits outweigh any adverse impacts on the reserve or Outer Green Belt.
2. All new utilities and replacement or upgrades of existing utilities shall comply with the following conditions to the satisfaction of the Council:
 - a) The impact of all utilities on reserve land and its values shall be minimised.
 - b) Utility infrastructure shall be as unobtrusive as practicable with forms appropriate for the landscape and finished in low-reflective colours derived from the background landscape. Structures will be screened from view through planting where possible.
 - c) All utility services shall be placed underground, except where it is not practicable to do so.
 - d) Underground services shall be sited to minimise interference with existing features, facilities and vegetation.
 - e) Utility services shall be located so as not to restrict areas usable for outdoor activities or required for future facilities or biodiversity restoration planting.
 - f) Any disturbance of the existing site during installation of a utility shall be minimised and made good immediately after completion.
 - g) Opportunities for the utility structure to benefit the reserve will be explored where appropriate (e.g. an essential maintenance track might provide an alternative walking route for the general public).
 - h) Recorded archaeological sites are avoided and, where required, an Archaeological Authority is obtained from the Historic Places Trust.
3. All utility companies wanting to build new structures or upgrade or replace existing ones on reserve land will need to obtain a lease and/or easement from the Council (as per the Reserves Act 1977). Easements shall be granted for utilities that are located underground in terms of Section 48 of the Reserves Act. Leases shall be granted for utilities that are located on or above the ground and shall be for less than 20 years. This period shall include both the term of the current lease and the term of any right of renewal. Leases and easements will require the approval of Council (or delegated committee).
4. For existing utilities, where there is no lease or easement, utility companies will need to negotiate an agreement with the Council setting out the terms and conditions of access for inspection, maintenance and emergency repairs. Landowner approval will be required for any non-urgent earthworks.

5.3.2.11 All public and private utilities

1. All existing and future public and private utilities (above and below ground) will be accurately mapped and documented.

³⁹ "Upgrading" means an increase in the carrying capacity, efficiency or security of the facility. It may require a bigger footprint for the easement.

2. All costs arising from the application for a new utility or upgrade or replacement of an existing one shall be met by the applicant. This also includes mapping and surveying, resource consent, legal encumbrance, and public notification costs.
3. Subject to the ability of the Council to do so under relevant legislation concerning utilities, the Council shall charge a market rental for any existing installations on a park or reserve if the ownership of the utility service or any of its installations changes (when replaced or upgraded). (Existing utilities do not necessarily have easements and/or leases.)
4. When a utility is no longer required, that utility – including all related services, structures and materials – shall be removed and the site reinstated as necessary.

5.3.2.12 Commercial Activities

1. Any approval to carry out a commercial activity on the Outer Green Belt will only be permitted if:
 - a) the activity is necessary to enable the public to obtain the benefit and enjoyment of the Outer Green Belt or a reserve area within it, or
 - b) the activity is for the convenience of people using the Outer Green Belt or a reserve area within it, or
 - c) the activity does not adversely affect and benefits the OGB environment e.g. bee keeping.
2. Any approval to carry out a commercial activity that requires a new permanent building or structure will only be permitted if the approvals and consents necessary for the building or structure are considered as part of the application for the commercial activity and the entire proposal is notified publicly.
3. Any commercial activity in a new or existing building must be complementary and ancillary to a community or recreational activity on the Outer Green Belt

5.3.2.13 Community gardens and planting for food

1. Consider any application for a community garden or orchard under the criteria in the *Wellington City Council Guidelines for Community Gardens, September 2009*, and taking into account the Outer Green Belt values of the site, including that :
 - a) the site context is on the edge of the Outer Green Belt and appropriate (e.g. adjacent to residential housing rather than native forest);
 - b) existing activities at the site are compatible (e.g. a play area, where learning about food could be complementary);
 - c) any garden or orchard planting will not have a negative impact on indigenous biodiversity;
 - d) the site conditions are suited to the proposed planting;
 - e) no commercial gardening is involved.

Explanation

Many areas of the Outer Green Belt are unlikely to be suitable for food production at any scale, given much of the land's poor soils, exposed conditions, steepness and important areas of biodiversity where the risk of invasive exotic plant species spreading into natural / restoration areas needs to be avoided.

5.3.3 PROHIBITED ACTIVITIES ON THE OUTER GREEN BELT

Prohibited activities are considered inappropriate because of the permanent adverse effects on the environment; incompatibility with Outer Green Belt values, characteristics and/or management focus or other approved activities; or where private use alienates public access.

The Council will prohibit activities that would have a permanent adverse effect on Outer Green Belt values or would significantly detract from the enjoyment and safety of other reserve users.

Prohibited activities include all those activities prohibited by Wellington City Council bylaws or prohibited by the Reserves Act. Enforcement of all activities will be through the Wellington City Council Consolidated Bylaw 2008, and the Reserves Act 1977.

5.3.3.1 Activities that are specifically prohibited

1. Activities⁴⁰ are prohibited that are not directly related to:

⁴⁰ This does not include utilities or those activities expressly permitted or managed.

- the protection and research of the Outer Green Belt natural environment, landscape or heritage; or
 - outdoor recreation and public enjoyment of the Outer Green Belt.
2. Leases and licences for purposes unrelated to outdoor recreation, outdoor education and land management are prohibited (e.g. for childcare, community centres, indoor recreation activities).
3. The following activities are specifically prohibited, unless carried out for the purposes of approved management activities or as otherwise noted below:
- construction of unauthorised tracks including any related earthworks and/or clearance of vegetation.
 - spreading of ashes or placenta (unless approved through the commemorative policy)
 - open fires other than permitted under the Wellington Consolidated Bylaw or by permit for events and/or cultural reasons
 - construction of private residential dwellings or landscaping
 - private garden or orchard allotments
 - all mining activities
 - permanent vehicle access for private purposes, except where an existing legal right-of-way exists e.g. at Hawkins Hill
 - firearms and weapons use (unless as approved for pest control or police training)
 - fireworks and/or amplified sound (not associated with an approved event)
 - off-road use of motorised trail bikes or 4 wheel drive vehicles (unless approved for one-off recreational event access)
 - hunting
 - use of a chainsaw
 - firewood collection
 - golf
 - keeping of pets and livestock unless approved under a lease or license agreement
 - camping except as provided under sections 4.5.2.1 and 5.3.2
 - recreational access within the operational area of the Southern Landfill.
 - fishing or killing and/or removal of fresh water species except where Council has allowed it under written permit for scientific purposes.

5.3.4 ENCROACHMENTS

Encroachments into open space are a significant issue for the management of reserve land. The use of public reserve land by private property owners effectively alienates the public from use or enjoyment of that land⁴¹. This is contrary to both the Reserves Act and the purpose of provision of public open space.

The Council's Outer Green Belt reserves collectively have a very long boundary that adjoins private land in both rural and residential areas. Private use has encroached along the boundary into the Council-owned reserve land in places. The cumulative effect of encroachments (even those that seem

⁴¹ Use and enjoyment may be indirect or indirect. Examples of indirect use and enjoyment include tourist revenue from having an open space, views of open space or ecological value of vegetation.

very minor if considered in isolation) considerably reduces public open space and the potential values of that open space are compromised.

The Outer Green Belt is recognised as a unique and very valuable open space in Wellington and requires protection against encroachment.

5.3.4.1 Encroachment policy

1. Encroachments are a prohibited activity.
2. The Council will resolve the existing encroachments with a view to regaining lost land.
3. The Council will protect the Outer Green Belt reserves from new encroachment.

Encroachments range in scale and effect, from the minor and easily removed without effect (such as washing lines and children's play equipment), to access driveways and, in the more extreme cases, to parts of dwellings or landscaping. Encroachments include access encroachments.

In some cases, owners of encroachments believe these have been authorised by the Council through the resource consent process under the Resource Management Act 1991 (RMA). Encroachments must be authorised under the provisions of the Reserves Act. Known encroachments are included in Land Information Memoranda (LIM reports).

5.3.4.2 Encroachment management

1. The Council will keep a record of all known encroachments.
2. The Council will require removal of all encroachments either immediately or as a managed process. Managed removal will require issuing a letter of understanding, and a licence or agreement to formalise the removal process.
3. Managed removal of encroachments will result in a signed agreement between the property owner concerned and the Council and will detail:
 - a) a description of the encroachment
 - b) a process for removal
 - c) a timeframe for removal
 - d) responsibilities of each party for particular actions
 - e) the payment of any one-off or ongoing fees
 - f) any other matter the Council deems necessary to manage the encroachment removal.
4. If the encroachment can be practically removed or stopped (it might be a garden fence, a shed, a path, an area of garden, part of a deck, a clothesline, or a private vehicle access) it will be removed with full reinstatement of the land generally within 12 months or sooner. This type of removal will be managed by way of a signed letter of understanding including details as listed in the preceding policy above.
5. If the encroachment is associated with private vehicle or private pedestrian access and immediate removal is complicated by long-term historic use, then a longer term removal agreement such as a fixed-term licence may be negotiated. This will allow agreement of reasonable terms while also ensuring that the access encroachment is removed as per policy 5.3.4.1 (1), (2), and (3). The maximum period of time for this type of agreement will be until there is a change of ownership or occupation in the property associated with the encroachment. The Council may limit access to manage the removal process by, for example, installing gates, specifying access hours and days, limiting numbers of people and/or vehicles.
6. If the encroachment cannot be removed because of ground stability (such as a retaining wall or part of a building) then a longer term removal agreement may be negotiated unless it is deemed unsafe.

7. Emergency retaining and/or land stabilisation will be managed by way of a licence and only where there is no alternative remedial action available. This clause is only intended to apply to unforeseen stability issues (it is the landowner and their contractor's responsibility to carry out appropriate investigation before starting any work) and where there is an immediate need to retain the land and a public benefit to doing the work.
8. If an application is received for a new retaining structure on a reserve boundary, the applicant will be required to provide a survey of the boundary and the completed structure. The completed structure must be built on the applicant's side of the boundary and not on the reserve. The applicant can apply for a temporary access permit to build the wall. The completed structure must be contained on the applicant's property and will be the responsibility of the owner so no encroachment licence is needed.
9. If the encroachment is part of a house or other building, the timeframe for removal is likely to be longer and an encroachment licence may be negotiated (unless it is new and can be immediately removed) to manage long-term removal. The agreement will generally link removal of the encroachment to a specified situation, such as where there are renovations done to that wall or if the house is removed, demolished or falls down.
10. Any managed removal agreement does not run with the land. Any new owner will have to apply for an agreement. It is expected that change of property ownership will often be the point at which a licence will end and the encroachment is removed or access stopped.
11. The removal of all encroaching features is the responsibility of the owner concerned. If the owner fails to comply with the immediate or managed removal as specified by the Council, the work will be carried out by the Council after consultation with the owner and the owner will be charged for the work.
12. All costs associated with immediate or managed removal, including survey and legal costs, shall be met by the owner of the encroachment. Reserve land will not be sold to resolve encroachment issues. Formalisation of managed removal through a licence may be publicly notified if the Council deems the effects of the agreement to be of a nature and scale that public notification is in the public interest and/or if required under the Reserves Act 1977. All encroachment easements and licences require approval by the Council or a delegated committee.

5.3.4.3 Botanical enhancements/letter of understanding

"Botanical enhancements" are small areas of land that are maintained and/or enhanced by a neighbour through planting or vegetation management in keeping with open space values and character. These are managed by way of a "letter of understanding", which must be obtained by anyone who has or proposes to undertake "botanical enhancement". For the purposes of managing encroachments, botanical enhancements are not considered encroachments and therefore are not by default prohibited.

Letters of understanding to permit "botanical enhancement" will only be issued if all of the following conditions are met. The botanical enhancement:

- a) is vegetation only (i.e. no paths, steps, walls, fences or structures of any kind are permitted)
- b) is in keeping with the values and character of the particular reserve
- c) does not include any plant species considered weeds or that may result in unwanted maintenance issues
- d) must provide a level of public good
- e) must not prevent or discourage public access
- f) must be adjacent to the applicant's property (i.e. you will not be permitted to carry out botanical enhancement on reserve land that affects or is adjacent to your neighbour's property).

There is no formal right of occupation associated with a botanical enhancement and responsibility of the ongoing maintenance of the area will be negotiated

6 MANAGEMENT SECTORS

This Part describes the main features, existing uses and specific management issues and proposals of seven geographic sectors in the Outer Green Belt. In this way, the differences, distinct identity and management approach for each can be addressed within the over-arching context of the whole Outer Green Belt, for the easy reference of local communities of interest and Council staff. The sectors are, from north to south:

1. Spicer / Redwood
2. Ohariu Ridge
3. Kaukau
4. Chartwell / Karori Park
5. Mākara Peak
6. Wrights Hill / Zealandia
7. Te Kopahou

6.1 SECTOR 1: SPICER / REDWOOD



View south from ridgetop near Chastuden Place track to Redwood Bush (centre). The pine plantations of Te Ngahere-o-Tawa / Forest of Tawa and Spicer Forest are at right, with a glimpse of the airstrip plantation (centre right skyline). The Arohata Prison pine block is centre left.

Key features / values

- Important native forest remnants –ecological hub in the northern suburbs
- Natural backdrop to Linden/Tawa/Redwood
- Horse-riding priority area in the Outer Green Belt
- Old airstrip area provides a large, open, flat hilltop space
- Long-awaited recreational opportunities opening up in Spicer Forest and Te Ngahere-o-Tawa / Forest of Tawa
- Potential improved open space links to Churton Park under Stebbings Valley structure plan (Management Sector 2)
- Outer Green Belt contiguous with Porirua City Council reserves network.

Local communities: Porirua, Linden, Tawa, Redwood, Ohariu Valley, Upper Stebbings Valley.

Current volunteer/ community group activities: weed and animal pest control; forest restoration planting and care; track maintenance, seed collection.

6.1.1 OVERVIEW

Sector 1 (176.3 ha) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood to the area where Marshall Ridge branches off. The Council's reserves in this sector have increased by 36.8 ha with the 2017 purchase of Te Ngahere-o-Tawa / Forest of Tawa (formerly Forest of Tane). The southern boundary has been adjusted so that all the area likely to be directly affected by the forthcoming Upper Stebbings Valley structure plan is included in Sector 2.

6.1.1.1 Land administration

The Outer Green Belt reserves in sectors 1 and 2 are noticeably less extensive and less connected than further south. Completing the Outer Green Belt between Johnsonville and Tawa, through acquisition,

reserves agreements and/or easements, is a priority in *Our Capital Spaces* under Outcome 2, 'to protect birds, nature, streams and landscapes'. Obtaining public access is also important, under *Capital Spaces* Outcome 4, 'doing it together', which specifies partnering with landowners to improve access to and use of open space, and, working with landowners to negotiate access along the planned Skyline Track route.

A notable feature of this sector is the shared boundary with Porirua City Council and the extensive open space network that spans the boundary, owned variously by the Wellington City Council, Porirua City Council and the Department of Conservation. As described further below, the three organisations have been collaborating on joint planning of the open space opportunities in the area. One block in Spicer Forest, on the west side of the main access road, is owned by the Porirua City Council but is co-managed by the Wellington City Council and is therefore shown as an Outer Green Belt reserve in this Plan's maps.

The Council property at 944 Ohariu Valley Road includes a small parcel of land with a house on it adjacent to Ohariu Valley Road with access up to the Airstrip Block plantation on the ridgetop. The access is strategically important for ~~extracting logs from the block but also for~~ its potential to provide a local walking/bridle trail loop route, which would enable residents of the suburbs on the east side of the ridge to experience the rural environment of the Ohariu Valley. There is also potential to develop an entrance although the house constrains the available space at the road side. Currently, there is a gap between the Airstrip Block and Spicer Forest, which constrains public access. The options for public access, entrance development and bush protection are being considered as part of the Upper Stebbings Valley Structure Plan, as the outcomes could open up more opportunities, In the meantime seeking right-of-way access across intervening private land is an option, even if on a temporary basis.

6.1.1.2 Nature

The original native forest in the Tawa area would have been very dense, tall podocarp-broadleaf forest, with such tall canopy trees as rimu, northern rata, pukatea, kahikatea and totara.⁴² Very little remains, except for various remnants (including single trees). The remnants in the Outer Green Belt occur within Te Ngahere-o-Tawa / Forest of Tawa, Redwood Bush and the Westwood and Chastudon/Tawa Bush Reserves. These, together with several small reserves in the street network nearby and remnants on adjacent private land, are valuable seed sources for ecological restoration in this part of the city. Birdlife is increasing and several lizard species are present, including species of threatened status 'at risk and declining'⁴³. Within the plantations, the pines provide useful tall tree wildlife habitat. The band of mixed vegetation along the ridge here is an important part of the larger-scale Outer Green Belt ecological corridor, which connects northwards towards natural areas on Rangituhi/Colonial Knob. The native forest in Redwood Bush is strategically located to enhance new reserves likely to be created along Marshall Ridge under the Upper Stebbings Valley Structure Plan. The new reserves will be 'stepping stones' for birds moving from Redwood Bush, with its seed sources, towards Caribbean Avenue Reserve and Belmont Gully on the other side of the Porirua Stream valley.

The Council has contracted out some weed control in this sector but in a limited area⁴⁴. Of particular concern in this sector is the spread of wild cherries. Some contracted goat control has been carried out in the plantation west of Ohariu Stream where a sustained control operation is ongoing. Over the last 15 years, community volunteers have undertaken weed and pest animal control, including pest animal control on nearby private land supported by the GWRC Rural Possum Predator Control Programme, which supports possum control on private land adjoining the Outer Green Belt. The Council has planted approximately 13,000 native plants in this sector since 2004 and volunteers have planted even more in Tawa over the last 15 years, including some on the fringes of Redwood Bush.

⁴² Bagnall, R.G. (1981), 'Vegetation of the Redwood Bush Area, Tawa'. *Wellington Botanical Society Bulletin*, No. 41, Sept 1981.

⁴³ EcoGecko Consultants Limited (2017), *Tawa Bush Reserves: 2016/2017 lizard survey results*.

⁴⁴ Note: this was in 2019

Catchment management is important here, particularly, in relation to managing the exotic forest plantations. Several small streams on the east side drain into Porirua Stream and, ultimately, Porirua Harbour, where sedimentation and water quality are big issues. The west side of the ridge drains into the headwaters of Ohariu Stream. Maintaining long-term vegetation cover in the stream catchments will help to improve water quality and assist with flood control by reducing and slowing runoff. Spicer Forest is carbon storage forest under the Emissions Trading Scheme. There is potential for more permanent carbon storage forest in this sector.

6.1.1.3 Landscape and land use

The green escarpment above Tawa and Redwood is a valued landscape feature and rural outlook for residents in the nearby suburbs, which contributes to local identity and amenity. The ridge starts at the saddle (240 metres asl) between the Ohariu and Mitchell Stream catchments near the Porirua City boundary and is of remarkably consistent height, rising only to 264 metres asl where Marshall Ridge branches off. As well as public reserves, privately owned native bush remnants contribute to the forest-clad character.

The dominant land cover is mixed forest, comprising some important remnant native forest, pine plantations and regenerating native bush in Spicer Forest, Te Ngahere-o-Tawa / Forest of Tawa and Redwood Bush. The main area of more open character is along the paper road in Spicer's Forest, which was opened up as a result of storm damage in 2013; the storm winds funnelled along the road which had been widened by Meridian Energy for temporary access when constructing its Mill Creek wind farm.

Immediately south of this sector, residential development may extend up the Stebbings Stream Valley from Churton Park and, potentially, a road cross over Marshall Ridge under the Upper Stebbings Structure Plan (see Management Sector 2). Existing and future Outer Green Belt reserves in this sector and in neighbouring Sector 2 will play an important urban containment role whilst also providing an extensive open space setting and recreational resource for the new urban development. New road networks could increase and improve access to the Outer Green Belt reserves. Stream protection and consideration of natural values generally are a key consideration in the structure plan process.

6.1.1.4 Forest plantations

Spicer Forest / Te Ngahere-o-Tawa / Forest of Tawa.

These exotic plantations will be of a harvestable age in the 2020s but large-scale harvesting has been ruled out in favour of managing them as regenerating native forests, for the protection of ecological, stream catchment and recreational values. The exotic trees will largely be left to age, fall over and gradually be replaced by regenerating native forest over many years (as per general policy 5.3.2.3). Management will be complex due to the different site conditions and historic tree management across the area, and the likely increase in hazardous trees and storm damage as the exotic trees age. Reactive management will be needed at times (e.g. after storms) and some intervention may be periodically required to minimise or avoid risks (e.g. selective removal of unstable trees and stands that pose safety risks.) Closure of areas to public access for significant periods of time is possible if there is major wind-throw that would be prohibitive to clean up in terms of cost and/or ecological damage.

An example is the storm damage that happened along Spicer Road in 2013, when a broad strip of trees was brought down along the west side of the main access Spicer road by a storm. The storm winds were funnelled along the recently-widened road. Considerable remedial work was required, including further tree felling, to stabilise the exposed forest edge and where tangled tree fall was left in situ (due to clean-up costs) weed growth has been a problem. The Council has been restoring the cleared roadside areas with native plants. The plantation on the steep west side of Ohariu Stream, which is owned by Porirua City Council, is closed to recreational use due to the storm-damage and will be left as is with no active management other than to clear any trees that fall across Te Araroa Walkway.

As well as the largely reactive management outlined above, the council will work with local volunteers, notably Friends of Tawa Bush Reserves, to enhance the native regeneration already evident in the understorey. Volunteer activities could include weed and pest animal control, enhancement planting of absent or under-represented plant species, enhancement of wildlife habitat, and planting of fire-resistant native plants on tracks and forest edges to create fire breaks.

Airstrip block forest plantation. This block will be due for harvest in 2025. Harvesting the pines will avoid the uncertainty around costs and impacts associated with hazard tree and storm damage that is required when managing an ageing forest. The management of an aging forest will also likely result in periods of reserve closure and any tracks established over time being damaged and/or closed for periods of time. Harvest will enable the timber value to be used to fund restoration, weed management and necessary mitigation during the forestry operations to suitably protect the landscape and downstream environment. The block is registered under the post-1989 Emissions Trading Scheme so the carbon credit implications of harvest would also need to be considered. The block will be restored to native vegetation faster than if it were left to naturally age, fall and regenerate. The risks associated with harvest are not as great as in the Tawa water catchment where steeper topography, better native understorey and close residential development tip the balance in favour of managing the long term risk of an aging forest rather than capitalizing on the income from the timber to fund the restoration and avoid unknown storm management costs.

In the event of harvesting, the site would be restored to indigenous forest. Restoration of the entire site through direct planting would be a large and costly exercise. Instead, the main inputs will be weed control, animal pest control and patches of restoration planting to aid succession and diversify species. Planting will start in the gullies, to protect water courses and extend out from the native vegetation that is likely to remain in the gullies. Gorse, which might develop on the more exposed land would, with time, gradually succeed to native vegetation. GWRC is managing a similar logged site in one of its regional parks in this way and there is potential to compare the trends as the basis for a research project and to guide future site management decisions. Pine forest can provide an enjoyable landscape experience where tracks run through open understorey surrounded by tall trees. If the tree value at the time of harvest will not suitably fund the harvest and restoration requirements, the forest will be left to age with the longer term aging forest risks managed as required.

6.1.1.5 Culture and heritage

Themes to be explored in this sector include the stories of early settlers who cleared and farmed land now in the Outer Green Belt. Examples include local farming history associated with the naming of today's suburb of Linden and the naming of Spicer Forest. The airstrip is a unique large scale open space that is also associated with farming history and landscape change. A potential story of conservation history is associated with the remaining native forest remnants; how they survived and came to be protected. Other stories lie in the 'military tracks' on the slopes above Tawa and the more recent history of plantation forestry and the changing approaches to its management, including the local community's advocacy for purchasing Te Ngahere-o-Tawa / Forest of Tawa (formerly Forest of Tane) to protect its natural and potential recreational values.

6.1.1.6 Recreation and access

Local communities have had poor access up onto the ridge although the main track network is supplemented by a number of informal tracks on both public and private land. The main tracks on the suburban side are confined to Redwood Bush. More extensive tracks via former forestry roads are available in Spicer Forest but the only way currently to reach them across reserve land is by way of a short, steep connector at Chastudon Place. Te Araroa Walkway passes through this sector along the main Spicer access road, between Rangituhi / Colonial Knob Walkway and Ohariu Valley Road. The playground at Brasenose Park is managed under the *Northern Reserves Management Plan 2008*. Entrances to the Outer Green Belt in this sector are currently limited to minor entrances at Redwood Bush and at the rather remote Ohariu Valley Road road-end. Opportunities to develop tracks across

the ridge would better connect the rural and urban communities on each side, and diversify the range of recreational environments.

An important wider context here is the 550-hectare grouping of contiguous reserves west of Tawa and Porirua, including Spicer Forest. The adjacent reserves include Porirua Scenic Reserve, Spicer Botanical Park and Te Rahui o Rangituhi (owned by Porirua City Council) and Rangituhi/Colonial Knob Reserve (owned by the Department of Conservation). In 2016, a development plan⁴⁵ for the whole area was prepared jointly by Porirua and Wellington City Councils to co-ordinate recreational development within these combined reserves, taking into account local and regional recreational needs. The joint plan was a priority (1.2.2) in *Our Capital Spaces, An Open Spaces and Recreation Framework for Wellington*. In 2017, Porirua City Council announced plans for a \$21-million adventure park development in the Rangituhi/Colonial Knob area of the outdoor park, including extensive walking and mountain biking trails, a chair lift, cafes and indoor recreation attractions. Currently, consultation about the proposals is in progress. Ongoing cross-boundary co-ordination of the developing track networks will be needed.

The Council's 2017 purchase of Te Ngahere-o-Tawa / Forest of Tawa, adjacent to Spicer Forest and the Airstrip Block, opened up opportunities to better develop the local track network in this sector. A draft implementation plan⁴⁶ for landscape and recreational development of these forest areas was prepared, in consultation with the community and interest groups. The tracks shown in the Proposed Track Network map are based upon that draft. The main proposals follow.

- Providing for horse riding in the Spicer Forest block, which after consultation with the horse riding community, has been identified as a suitable environment in itself and easily accessible to horse riders in the local rural communities. Develop bridle/walking trails.
- Some reconfigured shared tracks in Spicer Forest to improve connectivity.
- New tracks from Kiwi Crescent up to the ridgetop through Te Ngahere-o-Tawa / Forest of Tawa. Detailed route assessment and selection will be carried out in consultation with the community but it is envisaged that there will be a shared uphill track and a separate downhill bike track. Proposals from the mountain biking community to develop a network of mountain biking tracks of varying grades in the pine forests in this sector are not considered necessary in view of the extensive mountain biking opportunities to be developed in the Porirua Adventure Park being developed on the lower slopes of Rangituhi / Colonial Knob, including technical grade riding. Instead, the proposed track will provide a bike connector route to the adventure park.
- A future track linking Redwood Bush, the Airstrip Block and Spicer Forest, to create a 'Western Hills Loop'. The route already exists over private land and formalising it would depend on either negotiating an access easement or acquiring the land as reserve as part of the Upper Stebbings Valley structure plan..

These opportunities will be supplemented by likely additions to the open space network through the forthcoming Upper Stebbings Valley Structure Plan, including likely additional Outer Green Belt reserves in sectors 1 and 2 and better connections between reserves. Good access and connections to the Airstrip Block and the flat airstrip area has potential to provide a range of recreation opportunities in the future for the new Upper Stebbings Community. Pending the outcomes of the structure plan, the best location for a new main Outer Green Belt entrance in the Upper Stebbings Valley area to serve the Linden/Tawa/Redwood/Churton Park communities will be investigated, taking into account the new road network, housing and open spaces of any future Upper Stebbings

⁴⁵ Porirua's Outdoor Recreation Park, *Outdoor recreation in the western hills of Porirua and Tawa* (February 2016), PCC and WCC.

⁴⁶ *Outer Green Belt Sector 1: Spicer Forest/Forest of Tane: vegetation management, recreation and landscape development* If the Outer Green Belt vision is to be achieved, further land acquisitions and/or use of other mechanisms, such as rights-of-way, will be needed. *implantation plan, 2017-2027 (Draft Nov 2017)*. Prepared for Wellington City Council by PAOS®.

development. In the meantime a secondary low-key entrance will be developed at Kiwi Crescent to facilitate access to Te Ngahere-o-Tawa / Forest of Tawa.

6.1.1.7 Community and awareness

The 2017 purchase of Te Ngahere-o-Tawa / Forest of Tawa was strongly advocated by the local community, reflecting the value it places on the open space along this ridge. That purchase has opened up opportunities for better access and forest restoration and fired up community interest in their local landscape and how it is to be used.

The Friends of Tawa Bush Reserves have been actively involved in protecting and restoring the native forests in this sector for a long time and have a good relationship with a number of the private landowners whose properties adjoin or are linked to Redwood Bush, carrying out pest control on their land. Some forest remnants and areas of regenerating bush on private land in this locality are important parts of the ecological corridor along the eastern slopes, with potential for Council to work with landowners to protect and restore the natural values.

Taking into account the potential to better connect the suburbs on each side of Marshall Ridge, there are exciting opportunities to achieve a connected multi-value open space network in the overall area. The Outer Green Belt reserves will play a major part. Local communities have already contributed to the Outer Green Belt vision through their advocacy and voluntary work and there is much potential for that to continue.

6.1.2 ACTIONS

N = new initiative; E = Existing; Ex = Expand existing

(Notes: (i) Some 'new' projects come within larger funded programmes but have not yet been started.

(ii) Implementation depends on budget allocations.)

6.1.2.1 Land administration		
Land status	E	ongoing
1. Explore options to negotiate access across private land to bridge the gap in the existing ridgeline track network between the Airstrip Block and Spicer Forest.		
2. Advocate for open space provision in the Upper Stebbings Structure Plan process to extend and help connect the Outer Green Belt reserves along the Ohariu Ridge in management sectors 1 and 2.	N	1-2 yrs
3. Consider the long-term options for the property house and access of Ohariu Valley Road at 944 Ohariu Valley Road, , including whether to remove or sell the house, and/or develop a reserve entrance.	N	3-5 yrs
6.1.2.2 Nature		
Caring for nature	E	ongoing
1. Recognise the importance of the native forest remnants in this sector, particularly those containing seed sources of key forest restoration species, and protect them by maintaining in good health through weed and pest animal control.	x	

Streams		
2. Protect the vegetation cover in the stream catchment areas through various means, including riparian planting, staged forest management work affecting streams, and sediment control.	E x	ongoing
3. Ensure any plantation forest removal is managed to avoid erosion, catch sediment before running off into the streams, and that cleared areas are restored in indigenous vegetation as quickly as possible to protect soils and reduce weed growth.	E	1-2 yrs
Indigenous flora and planting		
4. Manage and use the native forest remnants in this sector as the hub for native forest restoration both within and outside the Outer Green Belt in the wider Marshall Ridge / Porirua Stream Valley, including: <ul style="list-style-type: none"> a) providing seed sources for both bird distribution and eco-sourced restoration planting; b) providing safe and attractive habitat for wildlife, particularly birds like kereru that are key species for seed distribution along wildlife corridors. 	E	ongoing
5. Begin an ongoing seed collection and propagation programme to produce plants for the restoration planting that will be required after tree removal in Spicer Forest, Te Ngahere-o-Tawa / Forest of Tawa and the Airstrip Block over coming years.	N	ongoing
Wildlife		
6. Continue to monitor the dispersal and establishment of native birds to this sector to help understand the role of the Outer Green Belt as a bird corridor at its farthest reaches.	E	ongoing
Weeds and animal pests		
7. Ensure timely management of weed wilding trees and shrubs, including wilding pines, cherry trees and the potential introduction of Darwin's barberry, to protect native forest restoration efforts.	E x	ongoing
8. Integrate weed and animal pest control programmes to include the reserves with high natural values in the housing areas nearby, such as Larsen Crescent Reserve, which is managed under the Northern Reserves Management Plan.	N	1-2 yrs
Ecological values on private land		
9. Encourage and support nearby landowners of properties in the Oriel Ave / Balliol Drive area, backing onto Redwood Bush to protect the forest remnants identified on their properties.	N	1-2 yrs
Research		
10. Monitor water quality to establish a baseline and measure improvements or deterioration over time, with particular attention to the effects of forest management and restoration activities and mitigating potential downstream effects in Porirua Stream and the harbour	N	1-2 yrs
11. Monitor, evaluate and report on trial methods used after any exotic tree	E	2-5 yrs

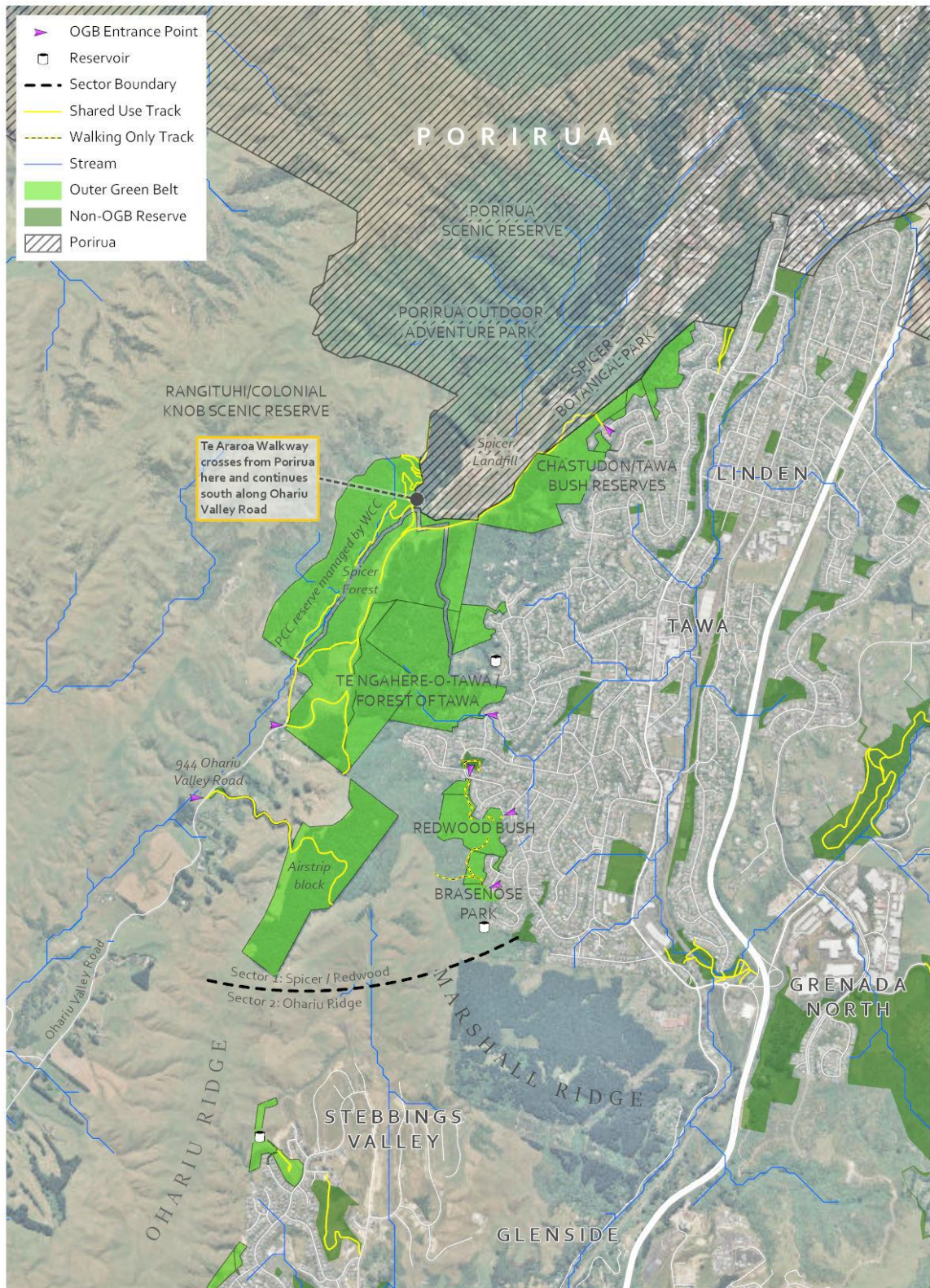
removal to restore sites to indigenous vegetation.	X	
6.1.2.3 Landscape and Land Use		
<p>Open space management and structure planning</p> <p>1. Advocate for opportunities in the Upper Stebbings Valley structure planning process to reinforce the Outer Green Belt's important role in urban form and open space provision, including:</p> <ul style="list-style-type: none"> a) protecting the continuity of open space along the main Ohariu ridge as an ecological corridor, a visual backdrop and defined edge to urban growth; b) protecting the headwaters of the Stebbings Stream; c) protecting and connecting bush remnants; d) developing a track network that connects and extends streets and walkways in the housing areas and provides more choice of recreational routes and environments, including access along and across the Ohariu ridge and local loop walks around and between suburbs. e) connections to the Outer Green Belt from the existing and new road network and residential development, with public transport connections and good road frontage and space for public parking at the main entrance location and secondary entrances. 		1-2 yrs
<ul style="list-style-type: none"> • Protect any additional open space that is added to the Outer Green Belt in the vicinity of where Marshall Ridge and Ohariu Ridge intersect. • Subject to the outcomes of the Upper Stebbings Valley Structure Plan and future planning around Glenside , Churton Park and Tawa, plan for a connected network of reserves along Marshall Ridge between the Outer Green Belt and motorway, to provide bird habitat and forest connectivity and landscape and recreation links. Add any new reserves to the Outer Green Belt or Northern (Suburban) Reserves Management Plans as appropriate. 	N	3-5 yrs
2. Maintain some areas of open grassland on the Ohariu ridge to preserve viewpoints.	N	ongoing
<p>Forest management</p> <p>1. Manage the exotic plantations in Spicer Forest and Te Ngahere-o-Tawa / Forest of Tawa to allow and enhance the gradual regeneration of indigenous forest, including, where necessary :</p> <ul style="list-style-type: none"> • the selective removal of trees or stands to manage hazard risk; • selective killing, pruning or removal of trees to enhance wildlife habitat or enhance native forest regeneration. • closure of tracks where necessary to manage public safety 	E X	ongoing
2. Harvest the airstrip block plantation before 2025, subject to the timber price and carbon credit implications at the time adequately covering the cost of suitable site management during harvest and initial post-harvest weed management and restoration, as determined by review of expert logging advice and restoration planning.	N	3-5 yrs

3. If harvest does not occur, due to harvesting proving uneconomic, manage the forest as a recreation area with native restoration established alongside the natural decline of the exotic tree stands. The forest may require periods of closure to manage public safety and removal of trees and stands after storm events and/or to manage hazards.		
6.1.2.4 Culture and Heritage		
Interpretation		
1. Develop interpretative material in a variety of media about cultural and heritage features and history in this sector, as resources permit and within the overall Outer Green Belt interpretation plan (policy 4.6.2.7); focusing particularly on local early settler history, changing land use and conservation history.	N	5-10yrs
6.1.2.5 Recreation & Access		
Track network		
1. Improve the track network by developing the proposed tracks shown in the maps for this sector, subject to needs assessment and the tracks being designed by a professional track builder and according to the ecological and design guideline in the <i>Open Space Access Plan</i> and the routes verified by ecologists in the field to avoid sites of high ecological value: <ul style="list-style-type: none"> ● Bridle / walking trails ● Shared tracks, Spicer Forest ● Connector tracks for walkers and bikers from Kiwi Crescent to ridgetop ● ‘Western Hills Loop’ connection above Redwood Bush. 	N	3-5 yrs
	N	3-5 yrs
	N	3-5 yrs
	N	3-5 yrs
2. Explore the potential benefits and feasibility of a safe roadside connection along Ohariu Valley Road between Spicer Forest and the Council property at 944 Ohariu Valley for walkers, horse riders and cyclists, to make the most of a future loop route up to the airstrip block and back through Spicer’s.	N	3-5 yrs
3. Re-route the Skyline Track to the ridgetop in the event of securing public access along the ridgetop to the north along the ridge (see Management Sector 2). (See 1.9.1 in <i>Our Capital Spaces, an Open Spaces and Recreation Framework for Wellington</i>). Explore opportunities for future Skyline connections and/or Outer Green Belt reserves to the south.	E	ongoing
Entrances, facilities and way finding		
4. Enhance Chastudon Place entrance as a key, easy access to the ridge and the PCC reserves network recognising the constraints associated with the narrow, steep access land parcel.		1-2yrs
5. Develop a main entrance and secondary entrances in the Upper Stebbings Valley area (refer to structure planning Action above).		
6. Develop a secondary entrance at Kiwi Crescent, in consultation with the community, to design safe access for neighbours with right-of-way access	N	1-2 yrs

and for members of the public, and investigate planting a small native tree arboretum and flat loop track a short distance in from the road.		
Way finding		
7. Install wayfinding signage in local streets to direct visitors to the new entrance at Kiwi Crescent, Chastudon Place and to Redwood Bush.	N	1-2 yrs
8. Continue to update the wayfinding signage to help guide visitors on the track network, including clear marking of: Te Araroa Walkway, tracks prioritised for horse riding, walking-only tracks, and tracks prioritised for bikers going downhill.	E x	3-5 yrs
Dog walking		
9. Plan for provision of dog exercise areas when planning the future reserve network in this sector.	N	1-2 yrs
6.1.2.6 Community		
Work with neighbours		
1. Continue to work with the Porirua City Council on the joint management of Spicer Forest.	E	ongoing
2. Continue to work with Porirua City Council and the Department of Conservation to co-ordinate land management and outdoor recreational development in the western hills reserves of Tawa and Porirua, including consistent track naming and management of tracks that interconnect across the territorial boundary.	E	ongoing
3. Continue to encourage and support neighbouring landowners to participate in local pest animal management / weed control / restoration planting on their land, especially where it will help protect streams or important native bush remnants and/or adjoins Outer Green Belt reserves of high natural value, such as Redwood Bush, or contains seed sources important to enhancing the Outer Green Belt ecological corridor.	E x	ongoing
Work with volunteers		
4. Explore opportunities to engage with and facilitate partnerships within the community to help look after and develop the growing Outer Green Belt reserve network in this sector e.g. care groups, special projects like a community plant nursery, track work.	E x	ongoing

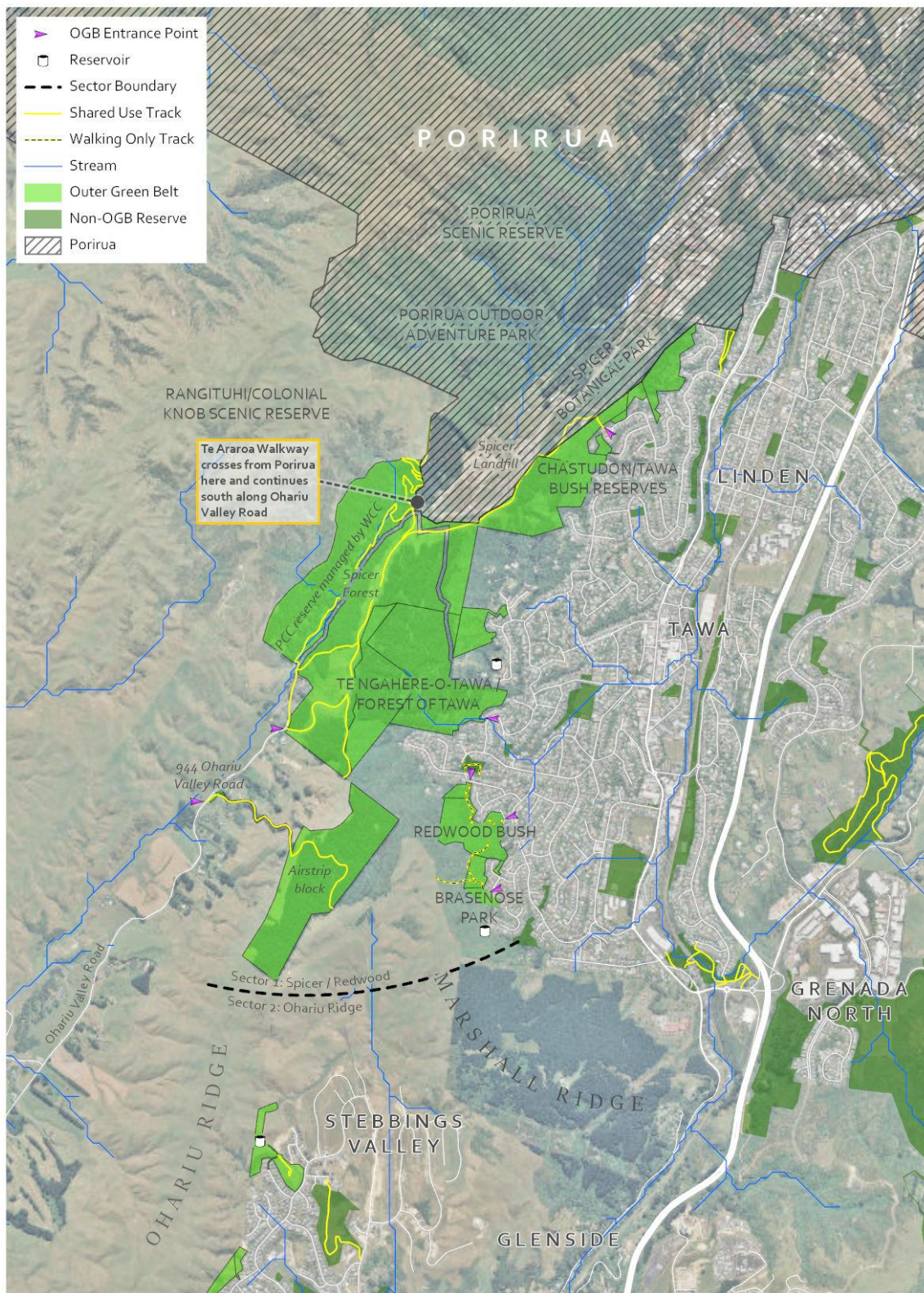
Sector 1: Spicer / Redwood - Current

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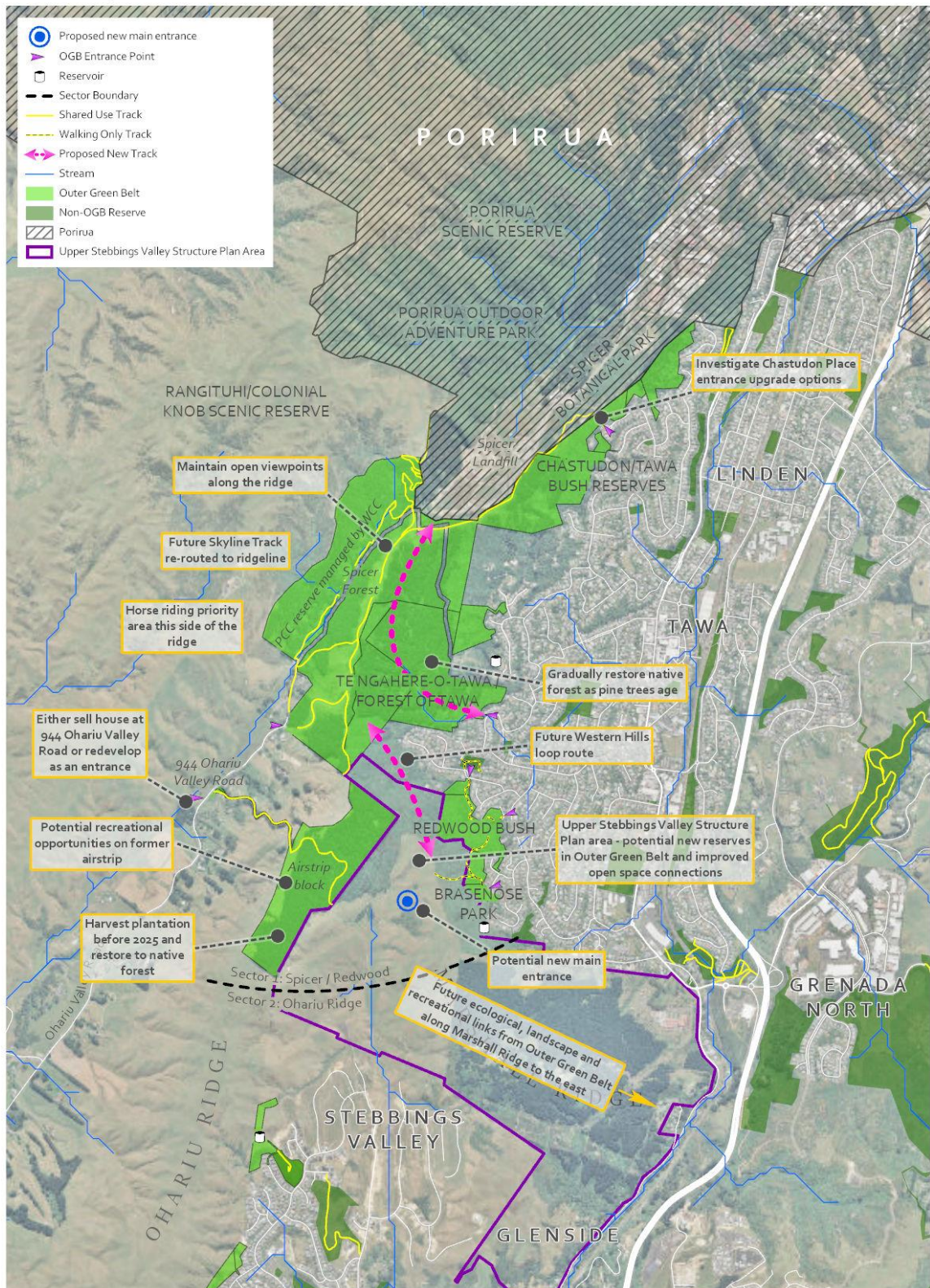
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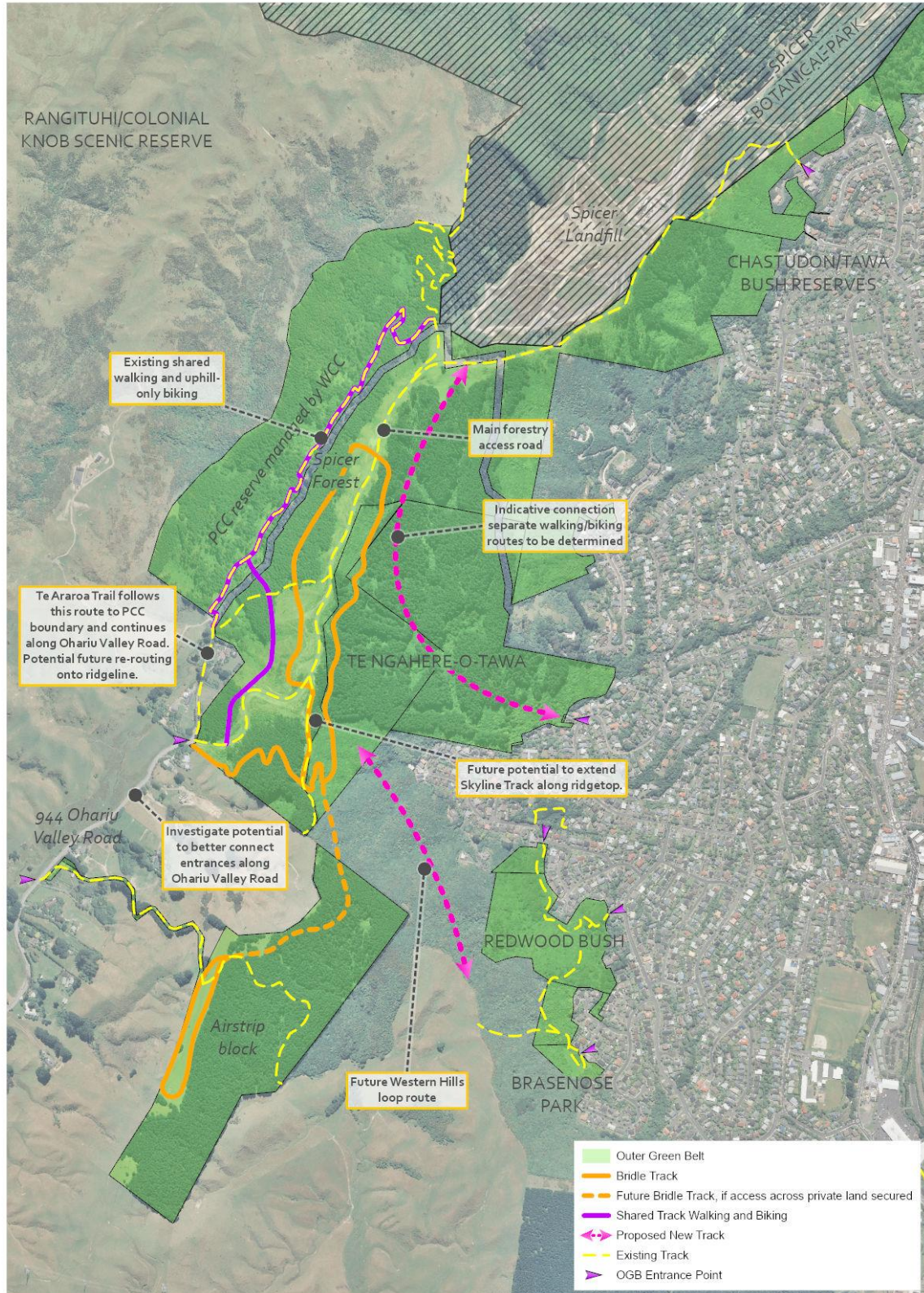
Sector 1: Spicer / Redwood - Future Initiatives

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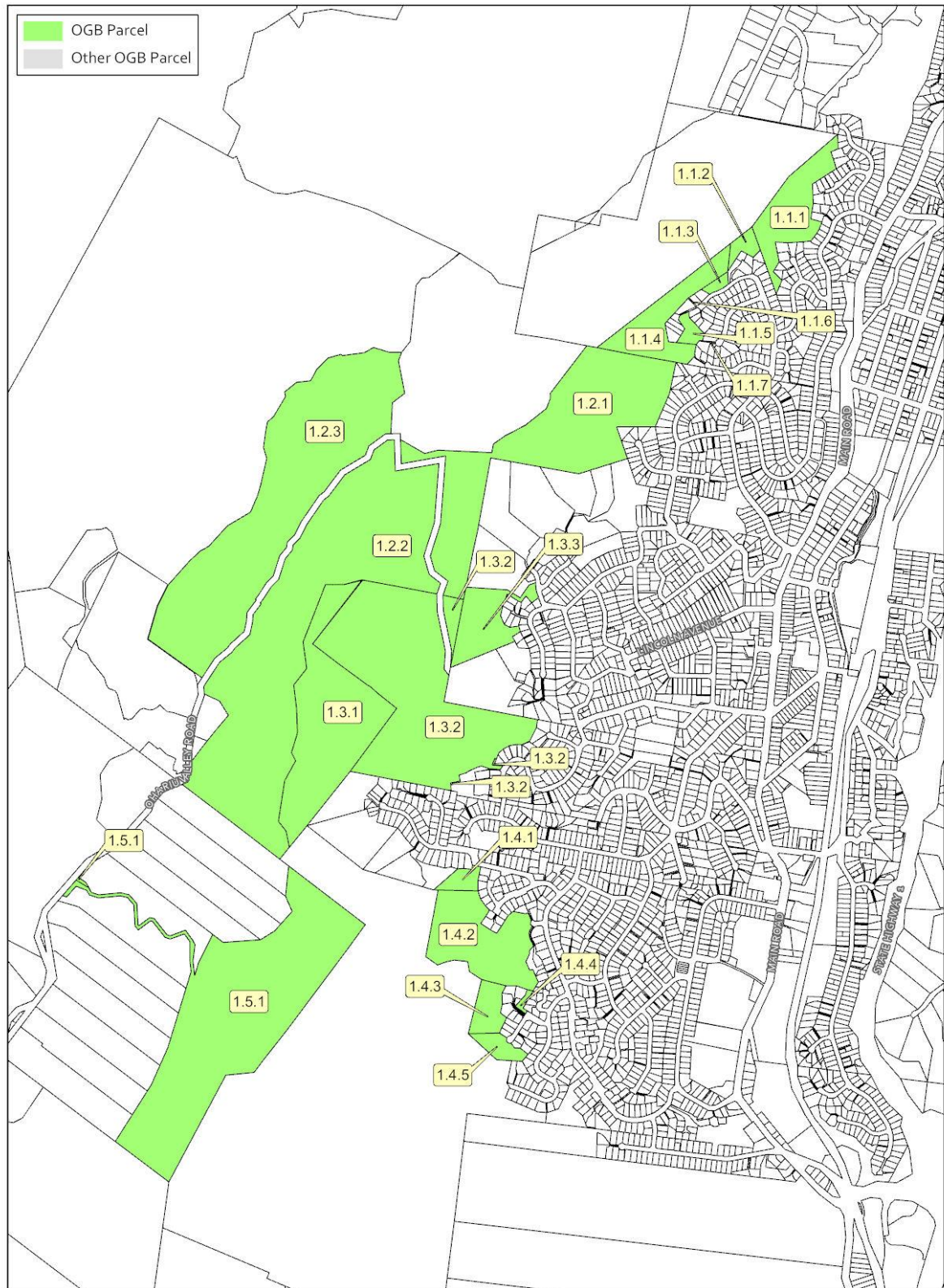
Sector 1: Spicer / Redwood Proposed Track Network

Scale: 1:12,500 0 125 250 500 M



Sector 1: Spicer / Redwood

Scale: 1:15,000 0 0.15 0.3 0.6 KM



Management Sector 1: Spicer / Redwood: land parcel schedule

Reserve Name or Site Name	Mapping Reference	WCC Site number	Legal Description	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Katarina Grove Scenic Reserve, Katarina Grove, Tawa	1.1.1	1801	Lot 120 DP48945	715999	4.8465 ha	Scenic Reserve (b)	GN 10322172.1	Open Space B		
Tawa Bush Reserves, Chastudon Place, Forglen Place,	1.1.2	1795	Lot 86 DP 73352	52D/362	0.6525 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
Tawa Bush Reserves,	1.1.3	1795	Lot 84 DP 73352	52D/361	0.2841 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
Tawa Bush Reserves,	1.1.4	1795	Lot 1 DP 55650	47D/884	4.6468 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B	Easement over reserve for Water reticulation purposes in favour of WCC (Doc B532773.1. Easement over reserve for Gas conveyance purposes in favour of Nova Gas Ltd (Doc B605106.1)	
Tawa Bush Reserves	1.1.5	1795	Lot 83 DP 86775	54B/441	0.5404 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
Tawa Bush Reserves	1.1.6	1795	Lot 85 DP 86775	54B/442	0.0135ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
Ordley Grove accessway	1.1.7	1795	Lot 102 DP 57939	WN270D/277	0.0119 ha	Local Purpose (Accessway) Reserve	Vested as reserve on deposit of DP57939	Open Space B		
Spicer Forest	1.2.1	1795	Lot 3 DP 77503	44B/130	20.1780 ha	Not Classified		Open Space B	This land is within the Spicer Lands Agreement 1983, however there are no encumbrances on the current CT as for the other areas. It also has a different zoning from the remainder of the Spicer Forest land.	Proposed Classification of Scenic Reserve B
	1.2.2	1786	Pt Lot 2 DP54371	42A/298	36.4205 ha	Not Classified		Rural	B.299282.1 Caveat registered on CT by Greater Wellington to ensure protection of forestry rights (9.7.1993).	Proposed Classification of Scenic Reserve B Rezone land Open Space B
Spicer Forest	1.2.3	1786	Lot 2 DP 77503	44B/129	28.8190 ha	Not Classified		Rural	Owned by Porirua City Council, but within WCC boundary. B.288792.1 Caveat registered on CT by Wellington Regional Council to ensure protection of forestry rights (4.5.1993). Included in the Spicer Forest Lands Agreement 1983.	Rezone land Open Space B
Te Ngahere-o-Tawa / Forest of Tawa	1.3.1	3772	Lot 1 DP 67858	WN42A/297	13.22 ha	Not Classified		Rural	New addition since 2004	Proposed Classification of Scenic Reserve B Rezone land Open Space B
Te Ngahere-o-Tawa / Forest of Tawa	1.3.2	3772	Pt Lot 1 DP 9786, Pt Lot 1 DP 24716and Pt lot 35 DP24478	WN42A/297	23.5870 ha	Not Classified		Rural	New addition since 2004	Proposed Classification of Scenic Reserve B Rezone land Open Space B
Tawa Bush Reserves, Westwood Road, Westhaven Drive, Tawa	1.3.3	1835	Lot 1 DP 51597	20D/1436	3.7008 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
Redwood Bush	1.4.1	1781	Lot 26 DP 52654	40A/175	0.7800 ha	Scenic Purposes (a)	GN 9561291.3	Conservation		
Redwood Bush	1.4.2	1781	Lot 1 DP 59929	30A/65	7.3790 ha	Scenic Reserve (b)	GN 5881725.1	Conservation	Water drainage rights in Easement Certificate 524008.3 subject to Section 309(1)(a) Local Government Act1974. Fencing Covenant in Transfer 463917.	
Redwood Bush	1.4.3	1781	Lot 24 DP 48579	40A/174	1.5108 ha	Scenic Purposes (a)	GN 9561291.3	Conservation		
Redwood Bush	1.4.4	1781	Lot 21 DP 48577	40A/172	0.1537 ha	Scenic Purposes (a)	GN 9561291.3	Conservation		
Brasenose Place Play Area	1.4.5	1781	Lot 23 DP 48578	40A/173	0.9443 ha	Recreation Reserve	GN 9561291.3	Conservation		
Airstrip Block	1.5.1	2471	Lot 12 DP 27582and Lot 1 DP83802	50D/770	28.5969 ha	Not Classified		Rural	Subject to S.241 (2) & S.242(1) and (2) Resource Management Act 1991 by the Wellington City Council (affects DP 83802). Subject to a right of way (in gross) over part marked A on DP 80655 in favour of Transpower New Zealand Limited created by Transfer B515406.2 (affects Lot12 DP 27585). Subject to a right of way over part marked Aon DP86040 created by transfer B673645.4 (affects Lot 12DP 27582). Address of property is 944 Ohariu Valley Road.	Consider whether to sell or remove house for public car park to access reserve. Then classify the land that is to be kept as reserve as Scenic Reserve B. Rezone OpenSpace B

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6.2 SECTOR 2: OHARIU RIDGE



Ohariu Ridge is a prominent skyline feature in views from Churton Park. Newly acquired Council land adjoins the pine plantation at left, rising to the landmark high point (centre). The remainder of the ridge (to right) remains the largest gap in the Outer Green Belt reserves network.

Key features / values

- Largest gap in the Outer Green Belt's reserves, public access and ecological corridor
- Ohariu Ridge an important rural hill backdrop mainly in private ownership
- Recent land acquisition in 2018 off Ohariu Valley Road opens up opportunities, including public access to the ridgetop
- Churton Park Reserves now better linked by the recent land acquisition
- Potential to expand and improve Outer Green Belt connectivity with adjacent suburbs under Upper Stebbings Valley Structure Plan

Local communities: Redwood, Stebbings Valley, Churton Park, Glenside, Ohariu Valley

Current volunteer/ community group activities: walking group

6.2.1 OVERVIEW

Sector 2 (47.4 ha) runs along Ohariu Ridge from the junction of Marshall and Ohariu Ridges to the Old Coach Road. The Outer Green Belt reserves are patchy, comprising two small reserves on the edge of Churton Park; a recently acquired contiguous block of land at 268 Ohariu Valley Road; and then, after a gap, two small reserves adjoining Old Coach Road. Beyond the newly acquired block, the ridgetop is privately owned for approximately 2 km, as far as the Airstrip Block reserve in Management Sector 1. Additional Outer Green Belt reserves at the north end of this sector are likely to be an outcome of the forthcoming Upper Stebbings Valley Structure Plan process.

6.7.2.1 Land administration

Stebbing's Valley Structure Plan. Potential for new residential housing at the north end of Stebbings Valley and on parts of Marshall Ridge is currently being considered through a structure plan process. The affected area is shown on the sector map. The draft structure plan is expected to be considered in 2019-2020 and the broad objectives of this Outer Green Belt Management Plan and the structure plan taken into account.

The structure plan could include a mix of housing types to cater for diverse housing needs. It is proposed that any development would be compact and well connected in terms of public and active (walking and cycling) connections. New road networks could improve access to Outer Green Belt reserves

The structure plan area is in the upper catchment of the Stebbings Stream, which in turn is part of the Porirua Stream catchment, where water quality and flooding are issues. The infrastructure of any new development will be designed to improve water quality and prevent downstream flooding. A network of open spaces will be part of the plan, to provide neighbourhood parks and wider open space connections to cater for a variety of recreational needs, landscape protection and people's need for contact with nature. Important native forest remnants, areas of regenerating vegetation and water courses are likely to be protected and included in the open space network. The values of these areas will be considered in the context of the existing and future potential Outer Green Belt reserves network.

Open space is likely to be identified for addition to the Outer Green Belt, that will help define the urban edge and add potential links to the Outer Green Belt by connecting up with the Airstrip Block and Redwood Bush in Management Sector 1. New open space areas should extend and better connect outdoor recreational opportunities for the communities on both sides of Marshall Ridge and better connect, restore and expand some of the scattered areas of natural value in the vicinity. Complementary areas of open space will be protected along Marshall Ridge. Once the actual areas of additional open space are known, there will be opportunities to develop entrances and a track network that will greatly enhance public access to the ridge in Management Sector 1 and across to the rural environment in the Ohariu Valley.

268 Ohariu Valley Road. The Council acquired this 31-ha property in November 2018 for addition to the Outer Green Belt. As shown on the sector map, it extends north from its Ohariu Valley Road frontage along Ohariu Ridge above Churton Park. It includes a locally prominent skyline landmark 'peak' and steep slopes dropping down to the Churton Park Reserves. A Transpower transmission line and buffer area runs along the property, where tall tree planting is restricted. In due course, the Council will vest all or parts of the property as scenic reserve but not until a landscape development plan for the future management and development of the property is completed, as it is possible some portions of the land could be found to be surplus to requirements or suited to another use.

Opportunities to close the remaining gap in the Outer Green Belt's connectivity in this sector will continue to be a priority.

6.7.2.2 Landscape and land use

The landscape in this sector of the Outer Green Belt is currently rural in character. It is entirely covered in pasture, with the exception of a privately owned pine plantation at the Ohariu Valley Road saddle and a few scattered remnants of native forest and patches of regenerating scrub in gullies. The pasture cover reveals the underlying landform and makes for a quite striking visual backdrop immediately above Churton Park and, more distantly, from Woodridge, Paparangi and Grenada Village. The ridgetops here are lower in elevation than further south in the Outer Green, rising from a low point of 285m asl elevation at the Ohariu Valley Road saddle to 300m asl on Ohariu Ridge and 365m asl where the Old Coach Road crosses the ridge. Nevertheless, it is an important landscape feature and undeveloped skyline in the northern suburbs that clearly defines the urban edge. It lies within the district plan overlay of visually prominent 'ridgelines and hilltops' to which provisions apply to protect and manage the ridgetop open space values.

Typical features of the Outer Green Belt ridgetop landscapes are seen here too: the rocky outcrops associated with the remnants of an ancient eroded plateau that once covered large areas of the Wellington region and expansive 360° vistas from key viewpoints east over the northern suburbs, north towards Porirua Harbour and south over the country side of Ohariu Valley to the distant hills of Mākara and South Island mountains beyond.

Keeping the ridgetops open to protect this landscape character and provide local communities with a more rugged recreational environment than they have access to until now will be an important part of managing the growing Outer Green Belt reserve network in this sector. Options on how best to maintain the grass cover on the tops will need to be considered as part of the development planning for the 268 Ohariu Valley Road property. At the same time, there is the opportunity to extend the Outer Green Belt ecological corridor by restoring native vegetation cover to the steep gullies and hillsides below the open tops on the Churton Park Reserves and steep flanks of 268 Ohariu Valley Road. The 2017/2018 citizen survey indicated that people value the bush and green spaces of the Outer Green Belt and that the pattern of bush with open tops has proved popular elsewhere.

6.7.2.3 Nature

There is huge potential for ecological restoration and catchment protection in this sector. Although pasture is the dominant land cover, a few precious native forest remnants remain (some of it on reserve land, some on neighbouring land) which would greatly benefit from protection through reserve status, buffer planting, weed and pest animal control. Some regeneration is occurring in the gullies and lower slopes. The residential subdivision development in Churton Park includes new reserves that have been established and improved through additional planting by the developer to protect natural values associated with bush remnants and the Stebbings Streams.

There is potential for further restoration in the little gully systems on the Council's reserves expanding out from the tiny remnants. Seral (pioneer) species will be used predominantly over the next 10 years to shelter the remnants and improve connectivity – creating 'stepping stones' that will reduce the distance between areas of habitat and, with time, merge into a corridor. Wilding pines are likely to be a problem here due to the proximity of a neighbouring private pine plantation.

The tops will be kept in grassland, which provides useful habitat for wildlife such as lizards. Grazing is likely to be used to maintain pasture cover in the interim, while the land management and development options of the 268 Ohariu Valley property are being considered. The results of the proposal to try phasing out grazing on the grassland tops of Te Wharangi ridge in sectors 3 and 4 will help to inform land management decisions.

The Council will encourage and, support if possible, neighbouring landowners to protect and care for the small scattered native forest remnants on private land along the Ohariu Ridge, which are particularly important because there is so little remaining.

6.7.2.4 Recreation and access

The acquisition of 268 Ohariu Valley Road has opened up significant opportunities to provide, for the first time, the Churton Park community with access to the kinds of extensive open spaces that the Outer Green Belt offers – the more rugged ridgetop environment, expansive views and increased choice of recreational routes.

The new land offers an immediate opportunity to better connect the local track network, in line with objectives in both *Capital Spaces* and the *Open Space Access Plan*, which prioritise completing the *Skyline Track* and improving the choice and connectivity of short track links in adjacent suburbs. The Churton Park Reserves are no longer land-locked and, although the land is steep, a track up to the landmark high point above is now possible. From there, access can now be developed south to Ohariu Valley Road, with the possibility of negotiating public access across the Transpower land on the other side of the road, to connect up to Totara Ridge and the reserves at Old Coach Road. With such access, the Skyline Track could be extended north by approximately 2 kilometres.

Further north, the potential addition of more ridgetop land under the Upper Stebbings Valley Structure Plan would enable better connections to tracks in Management Sector 1. In combination, these scenarios would see the gap in the Skyline Track narrowed to little more than 2 kilometres and the potential to re-route the track from Ohariu Valley Road onto the ridgeline in Management Sector 1, down through the future open space and street network in Stebbings Valley and back up at the

Churton Park Reserves – until public access along the actual ridgeline can be achieved. Ridgeline access would open up potential to extend bridle trails as well as foot and cycle routes.

With the Outer Green Belt reserves growing in this sector and in Management Sector 1, a new main entrance to the Outer Green Belt will need to be developed in the Upper Stebbings Valley near the upper end of Marshall Ridge. The location will provide centralised access from both management sectors but the exact location will be subject to the outcomes of the structure planning. A secondary entrance can be developed in the short-term at the Churton Park Reserves and the potential for entrance development at 268 Ohariu Road investigated. .

6.7.2.5 Culture and heritage

Themes to be explored in this sector include gold prospecting in the Stebbings Valley and the local farming history associated with the naming of Marshall Ridge and Stebbings Stream.

6.7.2.6 Community

Given the limited extent and disconnected distribution of Outer Green Belt reserve land in this sector to date, there has been little opportunity for the local community to enjoy, let alone help to plan, develop and care for it. That situation has already changed with the recent land acquisition and potential for future reserves in upper Stebbings Valley will help to see an open space network start to come together on the Ohariu Ridge that local communities will really be able to see as ‘their’ part of the Outer Green Belt.

The Council will need to engage with people in local communities to hear their ideas about how they would like their Outer Green Belt to evolve and to encourage active involvement. As has happened elsewhere along the Outer Green Belt, community participation has helped to foster community resilience by bringing people together with a shared focus on enjoying and looking after the open spaces, as well as bringing nature closer to people’s everyday lives.

The Council will also seek to establish good relationships with its neighbours and work with them, where opportunities present to achieve mutually beneficial outcomes e.g. support neighbours to manage weeds and restore vegetation in gullies on their private land.

6.2.2 ACTIONS

N = new initiative; E = Existing; Ex = Expand existing

(Notes: (i) Some ‘new’ projects come within larger funded programmes but have not yet been started. (ii) Implementation depends on budget allocations.)

6.2.2.1 Land administration		
Land acquisition		
1. Continue to seek opportunities to improve the connectivity of the Outer Green Belt along Ohariu Ridge, whether by land acquisition, rights-of-way easements or other mechanisms.	E	ongoing
2. Advocate for open space provision in the Upper Stebbings Structure Plan that will extend and help connect the Outer Green Belt reserves along the Ohariu Ridge in management sectors 1 and 2.	N	1-2 yrs
6.2.2.2 Nature		
Caring for nature		
1. Restore any native forest remnants that are added to the Outer Green Belt in this	N	2-5 yrs

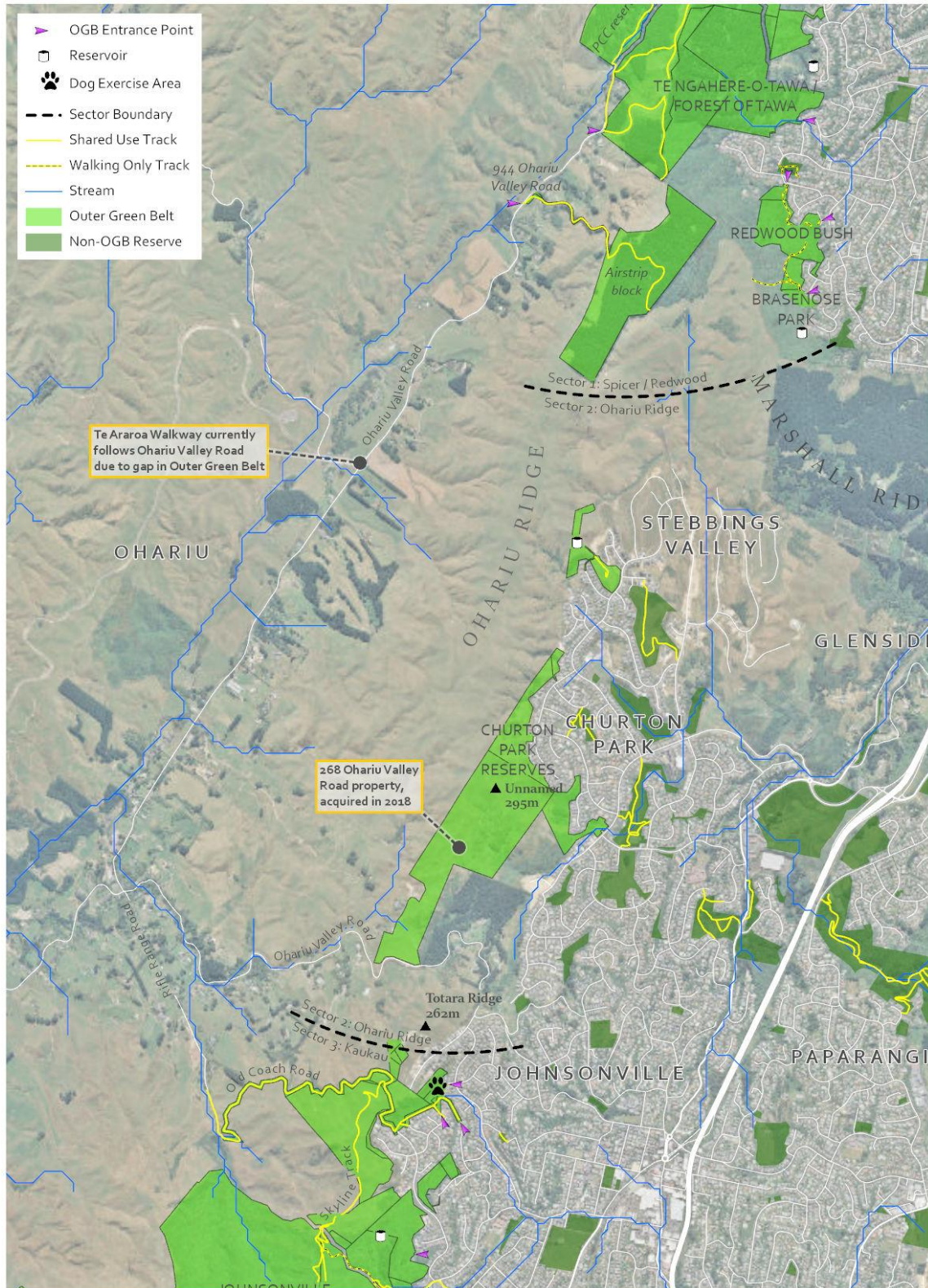
sector through the Upper Stebbings Valley Structure Plan by such means as fencing, weed and pest animal management, and enhancement planting.		
2. Work with neighbouring landowners to identify and protect the prime bush remnants on nearby private land.	N	1-2 yrs
Streams		
3. Work with private land owners and Greater Wellington Regional Council to support the protection and restoration of the Stebbings Stream and the upper catchment area.	Ex	1-2 yrs
Indigenous flora and planting		
4. Establish restoration planting in the Churton Park Reserves gullies to protect and enhance existing remnant vegetation in the gullies and expand the patches of indigenous vegetation to improve their connectivity over the next 10 years.	Ex	ongoing
5. Manage the scattered native forest remnants in the reserves of this sector to enhance their condition and connect them with other remnants wherever possible, including with other remnants and areas of regenerating vegetation along the wider Marshall Ridge / Stebbings Stream valley and Ohariu Ridge	N	3-5 yrs
Weeds and animal pests		
6. Ensure timely management of weed wilding trees to protect native forest restoration efforts.	N	3-5 yrs
6.2.2.3 Landscape and Land Use		
Open space management and planning		
1. Advocate for opportunities in the Upper Stebbings Valley structure planning process to reinforce the Outer Green Belt's important role in urban form and open space provision, including: <ol style="list-style-type: none"> a) protecting the continuity of open space along the main Ohariu ridge as an ecological corridor, a visual backdrop and defined edge to urban growth; b) protecting the headwaters of the Stebbings Stream and other stream tributaries; c) protecting and connecting bush remnants; d) developing a track network that connects and extends streets and walkways in the housing areas to provide more choice of recreational routes and environments, including access along and across the Ohariu ridge and local loop walks. e) connections to the Outer Green Belt from the existing and new road network and residential development, with public transport connections and good road frontage and space for public parking at the main entrance location and secondary entrances. 	N	1-2 yrs
2. Complete a landscape development plan for the 268 Ohariu Valley Road, in consultation with the community, to provide for site development and management in such a way that the open space values will be recognised, protected and enhanced, taking into account: <ul style="list-style-type: none"> • the site's landscape character; • the potential for it to enhance the connectivity of the Outer Green Belt e.g. 	N	3-5 yrs

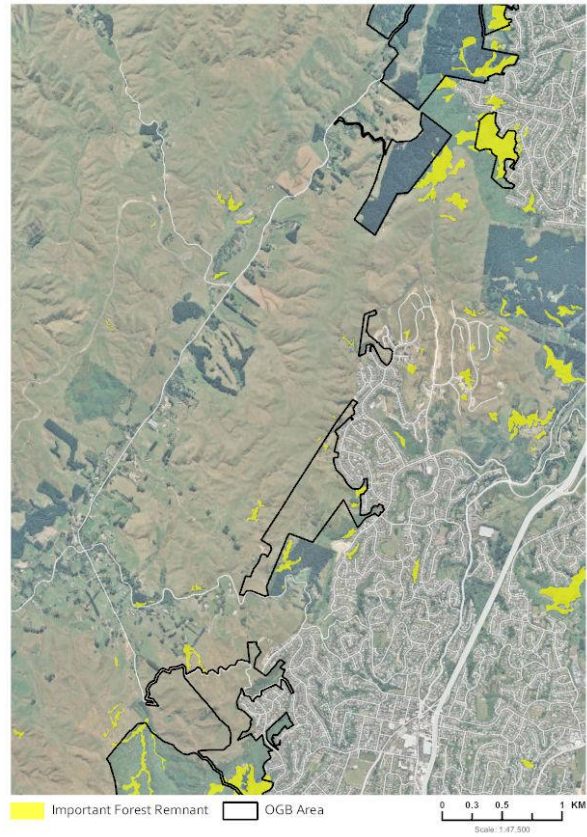
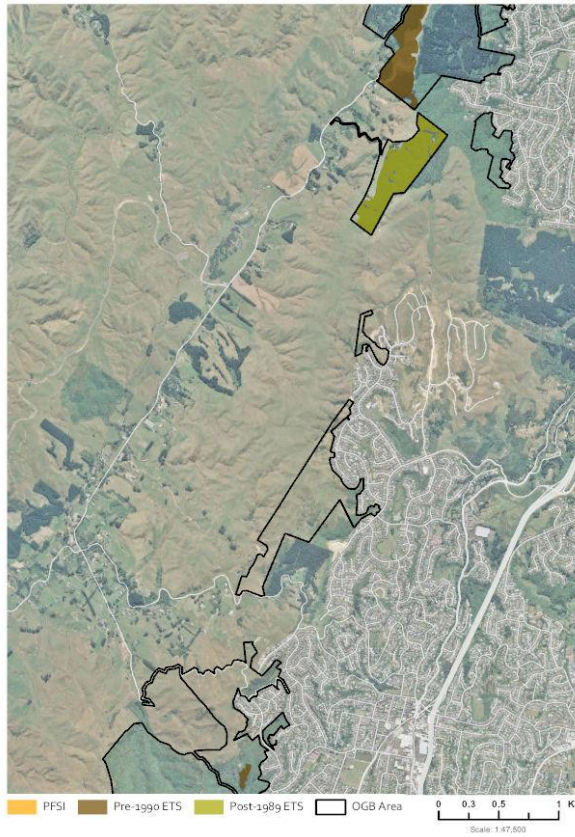
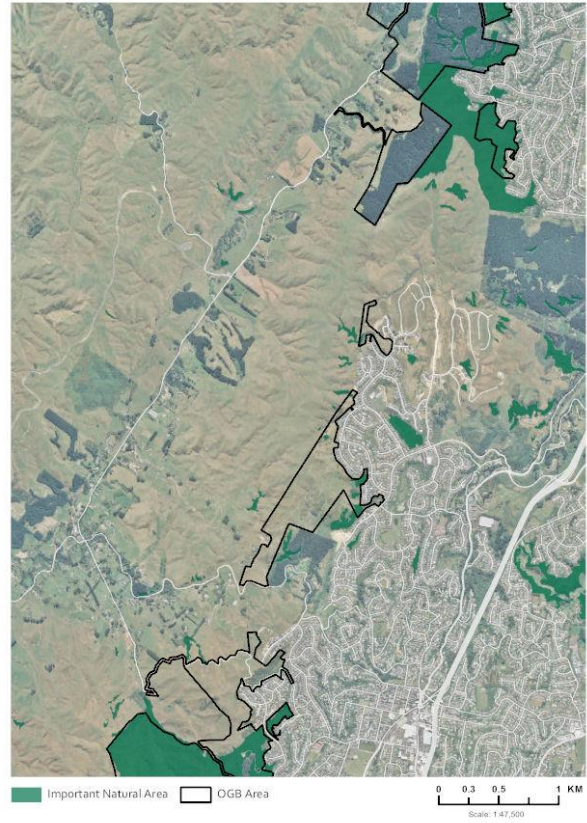
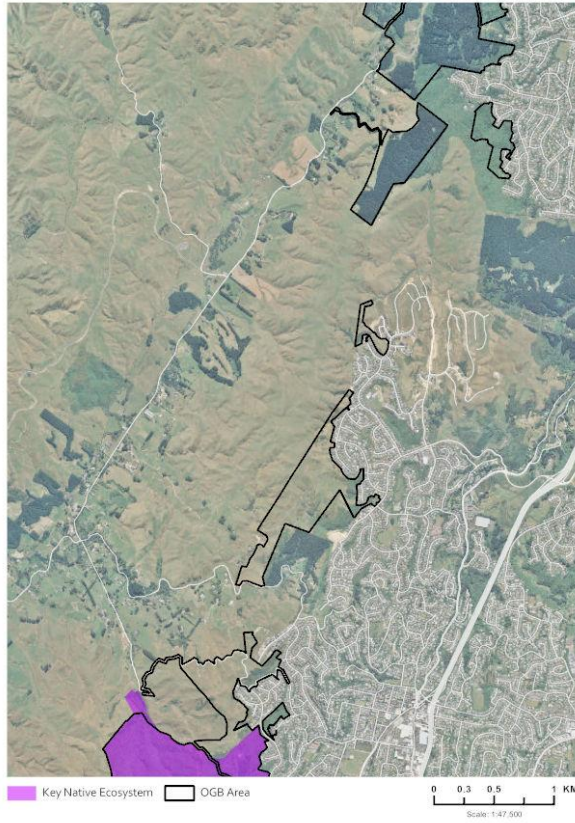
<p>ecological corridor, and existing and future public access to the north and south;</p> <ul style="list-style-type: none"> the potential to connect recreational routes to the existing reserve network in Churton Park and future reserves in the Upper Stebbings Valley; the potential and feasibility of developing a drive-on entrance off Ohariu Valley Road; land management options e.g. how to maintain the open ridgetop character. 		
<p>Landscape character</p> <p>1. Maintain areas of open grassland and lookout points on Council-owned land along the ridgetop, taking into account:</p> <ol style="list-style-type: none"> the benefit of people being able to experience the wide views, sense of space and rural setting as one of a variety of recreational experiences; the feasibility of using grazing to maintain pasture compatible with recreational use; the potential for retiring some areas of pasture to better connect native forest remnants and protect catchment values. 	N	ongoing
6.2.2.4 Culture and heritage		
<p>Interpretation</p> <p>1. Develop interpretative material in a variety of media about cultural and heritage features and history in this sector, as resources permit and within the overall Outer Green Belt interpretation plan (see policy 4.6.2.7); focusing particularly on the local farming and gold mining history in this locality.</p>	N	5-10 yrs
6.2.2.5 Recreation and access		
<p>Track network</p> <p>1. Develop a track network plan with the community and develop new tracks, subject to the assessment process outlined in the general track network policies; completion of a landscape development plan for the 268 Ohariu Valley Road property; and the open space provision outcomes of the Upper Stebbings Valley Structure Plan, focusing on:</p> <ul style="list-style-type: none"> Churton Park Reserves to ridgetop loops tracks and then connection to Ohariu Valley Road Connector tracks from Upper Stebbings Valley to Sector 1. 	N	3-5 yrs
	N	5-10 yrs
<p>2. Explore the possibility of gaining public access across the Transpower land between Old Coach Road and Ohariu Valley Road.</p>	N	1-2 yrs
<p>3. Investigate the options for safe access across Ohariu Valley Road from the Transpower land (see above action) to 268 Ohariu Valley Road.</p>	N	1-2 yrs
<p>4. Explore opportunity to connect the (approximately) 2km gap in the Skyline walkway between 944 Ohariu Valley block and the new land at 268 Ohariu Valley Road.</p>	N	1-2 yrs

Entrances, facilities and way finding		
5. Main entrance development at the 268 Ohariu Valley Road land (refer to landscape and land use Action above),	N	3-5 yrs
6. Subject to potential local link tracks being developed from streets in the area, install wayfinding signage appropriate to secondary entrances.	N	3-5 yrs
Dog walking		
7. Make provision for dog exercise areas when planning the future reserve network in this sector.	N	1-2 yrs
6.2.2.6 Community		
Community		
1. Explore opportunities to engage with and facilitate partnerships within the community to help look after and develop the growing Outer Green Belt reserve network in this sector e.g. care groups, special projects like a community plant nursery, track work.	Ex	Ongoing
1. Continue to support and encourage neighbouring landowners to participate in local pest animal management / weed control / restoration planting on their land, especially where it will help protect streams or important native bush remnants and/or adjoins OGB reserves of high natural value or contains seed sources important for enhancing the OGB ecological corridor.	Ex	ongoing

Sector 2: Ohariu Ridge - Current

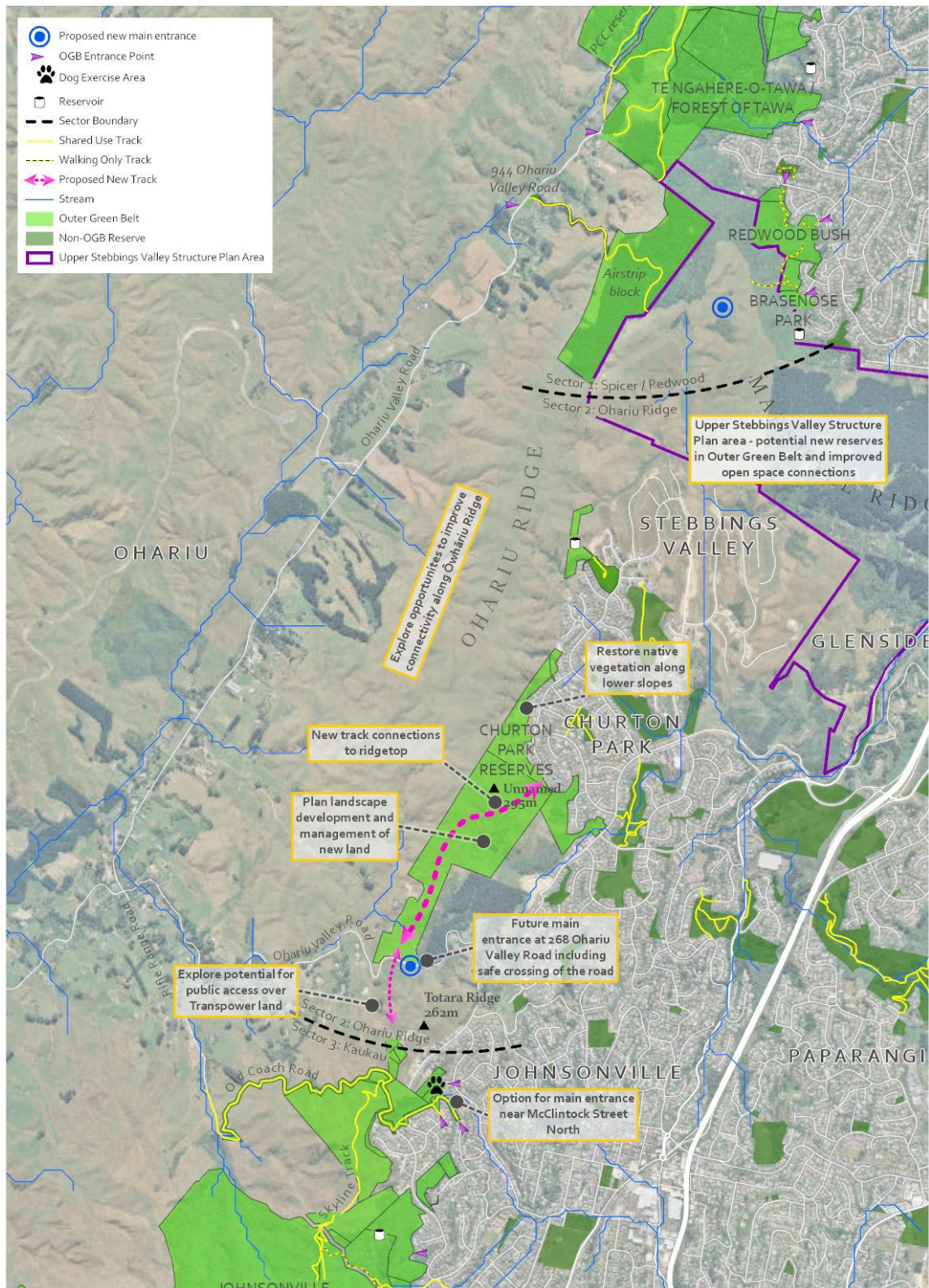
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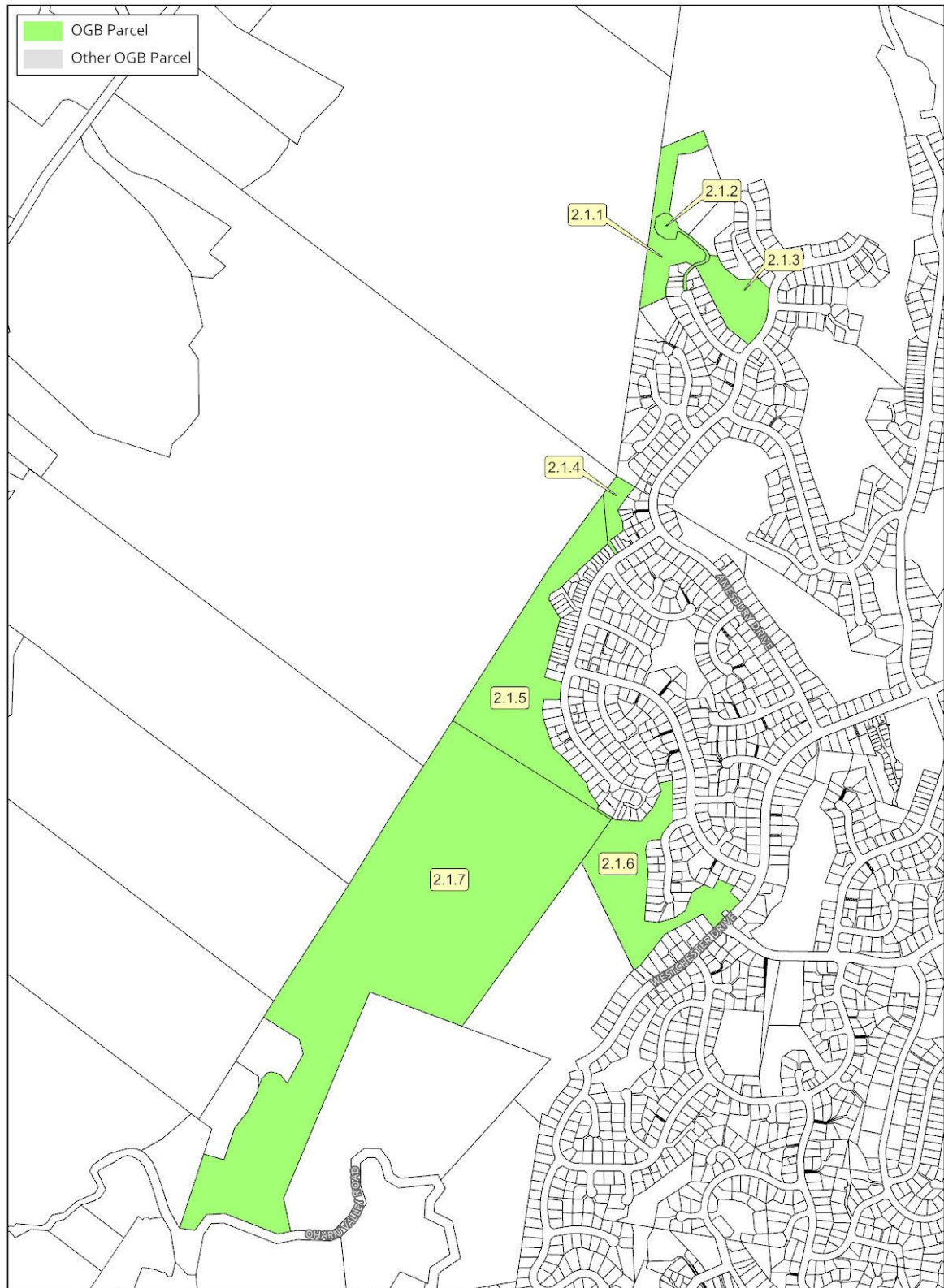
Sector 2: Ohariu Ridge - Future Initiatives

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Sector 2: Ohariu Ridge

Scale: 1:10,000 0 0.1 0.2 0.4 KM



Management Sector 2: Ohariu Ridge: land title schedule										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Legal Description	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Stebbins Reservoir	2.1.1	3763	Lot 2 DP 470218	640885	1.9610 ha	Not classified	Vested to Wellington City Council on deposit of DP 470218 as scenic reserve	Open Space B	New addition since 2004	Proposed Classification of Scenic Reserve (b)
	2.1.2	3670	Lot 3 DP 470218	634728	0.3382 ha	Local Purpose		Open Space B		
	2.1.3	3762	Lot 1 DP 470218	640884	0.1587 ha	Not Classified		Open Space B	New addition since 2004	Proposed Classification of Scenic Reserve (b)
Churton Park Hill Reserve	2.1.4	2506	Lot 200 DP 314946	58953	0.5219 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
	2.1.5	3195	Lot 20 DP 399583	408295	6.6862 ha	Not classified		Open Space B		Proposed Classification of Scenic Reserve (b)
	2.1.6	3196	Lot 14 DP 435672		4.4765 ha	Scenic Purposes(b)		Open Space B	New addition since 2004	
	2.1.7		Lot 1 DP 508648		31.860 ha	Not classified		Rural	This land was recently purchased by Wellington City Council	Proposed Classification of Scenic Reserve (b)

6.3 SECTOR 3: KAUKAU



The ridgeline from the Kilmister tops and Chartwell spur (left) across to Mt Kaukau, with its landmark broadcasting tower (centre right) is a well-known backdrop to Crofton Downs, Ngaio, Broadmeadows and Khandallah.

Key features / values:

- Prominent ridgetop landscape with well-known skyline and landmarks
- Part of regionally significant Key Native Ecosystem containing threatened plant and animal species
- Sections of Te Araroa Walkway, Skyline Track and Northern Walkway.
- Exhilarating open ridgetops and spectacular views
- Māori Ohariu-Thorndon track, nationally significant Old Coach Road and other heritage
- Adjoining private land with significant recreational and natural values on summit and flanks of Mt Kaukau.

Local communities: Johnsonville, Broadmeadows, Khandallah, Ngaio, Crofton Downs and Ohariu Valley

Local community volunteer activities: restoration planting and maintenance, track building, predator control

6.3.1 OVERVIEW

Sector 3 (503.8 ha) extends from the Old Coach Road above Johnsonville to the Chartwell spur above Crofton Downs.

6.3.1.1. Land administration

This is a long established section of the Outer Green Belt, which includes Johnsonville Park, Khandallah Park, the Awarua Street Reserves and Huntleigh Park, where significant open space values are protected by reserve status.

Some adjacent areas of private land have significant open space values. Council is working with a private land owner to secure public ownership of land between The Crows Nest and Huntleigh Park, which would help connect up the reserves in the area, including those on the main ridge and additional reserves being acquired around the Silverstream subdivision. The areas have significant ecological values associated with remnant native forest. The Council will consider other

opportunities on adjacent land to secure protection or access that would contribute to the Outer Green Belt vision e.g. places where reserve land narrows, north of Mt Kaukau.

6.3.1.2. Nature

Key Native Ecosystem. A significant part of this sector is within the regionally significant Wellington Western Forests Key Native Ecosystem (KNE)⁴⁷, recognised by Greater Wellington Regional Council for its high ecological values. It includes a number of remnants of original indigenous forest, particularly in Khandallah, Johnsonville and Huntleigh Parks, linked by regenerating native bush to the rest of the KNE in Management Sector 4 (Otari-Wilton's Bush). The KNE is an important part of the Outer Green Belt ecological corridor for both its biodiversity and its soil and water protection role in catchment management. It protects the headwaters of the Korimako branch of the Kaiwharawhara Stream system, a relatively intact urban freshwater system.

On the western slopes of the main ridge, some reserve land lies in the headwaters of small tributaries to Ohariu Stream; they are largely pasture-covered except for Johnsonville Park where well developed forest is a notable exception on this side of the ridge. There is also important remnant indigenous vegetation, including northern rata, in the gullies beside Old Coach Road, from which stock are not currently excluded due to lack of fencing. Better protection will be considered when changes to grazing are considered (see general policy 4.3.2.2). An interesting feature of the ridgetop south of Mt Kaukau, and the nearby uppermost slopes, is the patches of indigenous shrubland featuring divaricating species. It is a distinctive plant community found in places on Te Wharangi ridgetop, which differs from the shrublands on the ridgetops closer to the south coast. Regenerating vegetation in areas of registered carbon storage forest will add to the connectivity and biodiversity value of the ecological corridor.

A number of nationally threatened or at-risk species are present including five plant species, four bird species, four lizard species, one invertebrate (land snail) and three freshwater fish species. A regionally threatened tree fern is also present⁴⁸. Kākā, which are a nationally vulnerable species, are now common through this sector. Lists of plant species found at Khandallah Park are also available on the NZ Plant Conservation website.

Grazing. Keeping the hilltop areas in grassland will provide habitat for native species that do not inhabit bush environments, such as lizards and speargrass. It is expected that grass cover on the tops will grow taller after grazing is phased out but will not necessarily be overtaken by woody vegetation due to the extreme conditions (see general policy 4.3.2.2). The taller grass growth will provide better cover for lizards and should shade out a lot of unwanted seedling growth.

Weeds. Because this sector holds some of the most important forest remnants in the city, primary protection is needed from those weeds capable of collapsing forest canopies such as old man's beard, banana passion fruit, and Japanese honeysuckle. Darwin's barberry is visible in this sector with some large infestations on the upper slopes immediately north and south of Kaukau, including on Kordia-owned land. Given the extent of the infestation and that it is dispersed by birds, biocontrol appears the only viable option for effective large-scale control. Biocontrol is being trialled. The large old pines on the slopes of Mt Kaukau provide wildlife habitat so are not being removed; however, young wilding pines are a problem.

6.3.1.3. Landscape

This sector includes one of the most visually important hilltop areas in Wellington City. Mt Kaukau is one of Wellington's best known landmarks: with its 445-metre elevation, plus 122-metre-high broadcasting mast, and central location, it is visible from much of Wellington. The ridge above Johnsonville and The Crow's Nest above Ngaio are prominent secondary high points that add to the

⁴⁷ Through its Key Native Ecosystem Programme Greater Wellington seeks to protect some of the best examples of ecosystem types in the Wellington region.

⁴⁸ *Key Native Ecosystem Plan for Western Wellington Forests 2015-2018*, Greater Wellington Regional Council, Appendices 3 & 4

distinctive skyline. The pattern of open hilltops, forested western slopes and rural eastern slopes is particularly strong here, providing plentiful contrasts in character and a well-known city backdrop. Although much of the ridgetop landscape is clear of utilities, the Mt Kaukau mast is a large structure and transmission lines that run from the Wilton substation up the Chartwell spur and over the main ridge are a dominant feature up the spur. Any more large structures on the tops would detract from the natural landforms. There is potential, too, for smaller-scale recreational infrastructure like tracks and signs, to clutter or spoil the simplicity of the open tops.

The undulating ridgetops and rocky outcrops on the higher slopes are typical remnants of an ancient plateau that once covered the region, known as the 'Wellington K Surface' by geologists in reference to Mt Kaukau, which is one of the best preserved remnants. Maintaining grassland, with its open character, on the tops helps to reveal this underlying geology and maintains space to accommodate a range of recreational use along the skyline route here while also keeping the expansive 360° vistas open to view. As explained in general policy 4.3.3.3, it is proposed to gradually phase out grazing and maintain the grassland by alternative means.

6.3.1.4. Culture and heritage

The heritage themes described in Part V are well represented in this sector, including several places of significance to Māori, including the Ohariu-Thorndon track; places or objects (such as old fences) that date back to early settlement, farming and the gradual growth of what are now suburbs; the establishment of Khandallah Park in 1888, making it one of New Zealand's oldest parks; and various historic utility and military uses.

The Old Coach Road, a Category One historic place, is a widely known heritage feature in this sector. A conservation plan was completed for it in 2012, which prescribes regular maintenance to protect the original road surface and road profile from damage and to ensure it is not obscured by overgrowth or slumping of banks. The boundary with the adjoining private property on the uphill side of the Old Coach Road is unfenced, so the neighbour's grazing stock has had access, with detrimental impacts in recent years. The Council intends to discuss future management options with the neighbour, including the less damaging option of grazing sheep instead of cattle, and eventually phasing out grazing, although that could involve considerable capital outlay to fence the boundary.

The Council-owned house at Clark Street, which dates back to 1901, was used as a custodian's residence until the early 1990s. The house, woodshed and stables are listed as heritage buildings (#427) in the Wellington City District Plan. A conservation plan⁴⁹ was prepared in 2005 and the house has been maintained in sound condition. It has been rented out for residential use in recent years although the Council is investigating other uses that would be compatible with its heritage values.

6.3.1.5. Recreation and access

This is one of most well used areas of the Outer Green Belt. People visit this sector to experience the bush and stream environments in Khandallah Park, the open ridgetops of Te Wharangi ridge and Mt Kaukau, and the rural farmland environs of the Old Coach Road. The Mt Kaukau summit lookout is a particularly popular destination with its panoramic views and invigorating outdoor experiences – whether a howling southerly or Wellington on a hard-to-beat perfect day. The swimming pool / playground / picnic area in Khandallah Park (managed as a suburban reserve) is a popular stepping-off point.

The track network in this sector is quite extensive, with a range of local and longer route options but there are some gaps in local connections, including from the new Silverstream subdivision, and some opportunities to better link up existing routes. Key existing tracks are: the northern section of the Northern Walkway, from Johnsonville Park along the skyline and down to Ngaio north of The Crows Nest; the Skyline Track, which runs right along the ridgetop through this sector; and Te Araroa

⁴⁹ Former Custodian's Residence, Clark Street, Khandallah, Conservation Plan, Wellington City Council, February 2005. See also: <http://www.wellingtoncityheritage.org.nz/buildings/301-450/427-custodians-residence?q>

Walkway, which follows Old Coach Road up from Rifle Range Road to join the Northern Walkway; and the Chartwell Spur track which connects Crofton Downs with the skyline route. The community-built Silversky track has added a much-needed local connection at the lower end of the spur. As per the *Open Space Access Plan*, most tracks are for shared use but a number are closed to biking and/or horse riding for compatibility and safety reasons. While a number of track developments are proposed, as shown in the Management Sector 3 maps, they are aimed at filling gaps and catering for different user needs where there are or could be compatibility issues. More loop routes will be created, including a longer loop on the Ohariu Valley side of the ridge. The rationale for each is briefly outlined in the actions section below. Several additional track ideas from the community and the *Open Space Access Plan* are also noted for longer-term investigation.

Upgrading facilities at main entrances and at the Mt Kaukau summit (where lack of toilets and drinking water is an issue) is planned to enhance the recreational experiences.

6.3.1.6. Community and awareness

For the local communities and volunteer groups, the Outer Green Belt in this sector is a prominent feature, especially for those on the city side, for whom it is an immediate green backdrop and a place to recreate. Historically, local residents have advocated for the ridgetop landscape to be protected (now achieved through the ridgelines and hilltops overlay in the district plan) and for Old Coach Road to be protected (now protected by Heritage New Zealand and the district plan). More latterly, residents and community groups have become actively involved in activities such as restoration planting, pest control and track building.

Neighbours. Numerous residential properties back onto the Outer Green Belt in this sector as well as a number of larger rural blocks. The Council seeks to work with these neighbours as much as possible to protect the natural values on the private land, which in some cases includes important forest remnants, and integrate conservation efforts through such programmes as Predator-Free Wellington and Capital Kiwi.

State-owned broadcasting company, Kordia, owns the summit and a large area on the western flanks of Mt Kaukau. Kordia allows public access to much of the popular summit area but a formalised agreement that ideally runs with the land would clarify responsibilities and provide more future certainty. Aspects to address include: public access; visitor facilities; land management including grazing, weed and pest management. The Girl Guides Association owns land beside Huntleigh Park where the Huntleigh Girl Guiding Centre is located, which is available for overnight accommodation as well as girl guiding activities. The association allows public access on its land via tracks that pass through important forest remnants. The remnants are part of the Key Native Ecosystem in this sector.

Resilience. Emergency water stations have been installed at Clark Street and Silverstream Road Reserve.

6.3.2 ACTIONS

N = new initiative; E = Existing; Ex = Expand existing

(Notes: (i) Some ‘new’ projects come within larger funded programmes but have not yet been started. (ii) Implementation depends on budget allocations.)

6.3.2.1. Land administration		
Land acquisition / protection		
1. Continue to work with neighbouring landowners to acquire or protect open space values on strategically located land including (see Management Sector 3 maps):	Ex	
a) land bordering the Silverstream subdivision;		1-5 yrs

b) land above Huntleigh Park and Heke Street; c) land in the Old Coach Road area.		1-5 yrs 5-10 yrs
6.3.2.2. Nature		
Caring for nature		
1. Continue to work with Greater Wellington Regional Council to implement the Western Forests KNE Management Plan 2015-2018 and subsequent editions and investigate the inclusion in the KNE of future reserve land acquired in the Huntleigh Park / Silverstream area.	Ex	ongoing
2. Investigate how best to protect and enhance the important remnant indigenous vegetation in the gullies beside Old Coach Road.	N	1-2 yrs
Streams		
3. Ensure resource consent conditions of the Silverstream subdivision in respect of water courses are met.	Ex	1-2 yrs
4. Continue to support the Sanctuary to Sea – Kia Mauriora te Kaiwharawhara project as a key strategic partner.	E	ongoing
Indigenous flora and planting		
5. Continue planting emergent canopy species as backup to the existing specimens present in this area, which are valuable seed sources for forest restoration.	E	ongoing
6. Encourage regeneration of native vegetation on the currently grazed land on the flanks of the ridges, after it is retired from grazing, to enhance habitat connectivity (see also grazing above and refer to 'open tops' commentary and recreation values).	N	5-10 yrs
7. Retain the old pines on the slopes of Mt Kaukau to provide wildlife habitat, unless there are tracks or private property in the tree fall zone.	E	ongoing
8. Continue with the trial planting of epiphytes at Huntleigh Park as part of ongoing research into how develop restoration techniques that will help diversity biodiversity.	E	ongoing
Wildlife		
9. Support increased lizard monitoring cross this management sector; in particular in Huntleigh Park where high population numbers have been found.	N	-1-2 yrs
10. Investigate potential for a nature identification hub to support community naturalist in the sector	N	-1-2 yrs
11. Conduct a survey of the Powelliphanta snail population in Khandallah Park	N	3-5 yrs
Weeds and animal pests		
12. Work collaboratively with DOC, GWRC, and neighbouring land owners to establish feral animal control	N	1-2 yrs
Research		
13. Monitor the ridgetop areas where cessation of grazing is being trialled to observe	N	5-10 yrs

changes in the grasslands, other vegetation and wildlife, for research and to help guide future management of those areas to retain the desired grassland habitat.		
14. Set up monitoring project to observe the trends in the ridgetop divaricating shrubland communities on Te Wharangi ridge before and after the proposed cessation of grazing trials	N	3-5 yrs
15. Support research into the factors limiting the dispersal of threatened or locally significant bird species from Zealandia such as tīeke (saddleback), kākāriki (red-crowned parakeet), and kākā.	Ex	ongoing
6.3.2.3. Landscape and land use		
Landscape management		
1. Keep the ridgetops and hilltops along the main ridgeline clear of any additional buildings or utility structures to retain the sense of undeveloped open space on ridgetop and the skylines as natural when seen from elsewhere.	E	ongoing
2. Locate and design new tracks or sections of track, signs and way marking on the open tops with particular care to integrate as unobtrusively as possible into the landscape.	E	ongoing
Grazing		
3. Work with the graziers in this sector to plan ahead and implement the general grazing policy 4.3.3.3, in summary by:		
a) Formalising interim grazing rights, and	N	1- 2 yrs
b) Trialling gradually phasing out grazing and trialling alternative maintenance methods.	N	5-10 yrs
4. Carry out fence maintenance and/or replacement work on all the fences bordering adjacent farmland to ensure boundary fencing will effectively exclude neighbouring grazing stock from the reserve land.	N	1-5 yrs
5. Align fencing planning with 'open tops' planning to provide for fencing as an enduring visible demarcation line between forest and grassland landscape character/ recreation experience.		
6.3.2.4. Culture and Heritage		
Old Coach Road		
1. Maintain and manage the Old Coach Road according to the <i>Old Coach Road Johnsonville-Ohariu Conservation Plan, 2012</i> .	E	Ongoing
2. Restrict vehicle use of the Old Coach Road to management purposes only unless there are exceptional reasons. Any vehicle use must not damage the road surface.	E	Ongoing
3. Investigate how best to maintain the surface of the Old Coach Road and its margins in the light of proposals to phase out grazing (see earlier grazing policies) and recommendations in the conservation plan to:		
• protect the original road structure (which grazing animals and water runoff can damage); and	N	3-5 yrs
• encourage regeneration of the bush areas alongside the road to restore an		

element of the original setting.		
Former Custodian's Residence, Clark Street		
4. Maintain and manage the former custodian's residence according to the <i>Former Custodian's Residence, Clark Street, Khandallah, Conservation Plan</i> .	E	ongoing
5. Investigate potential use of the former custodian's residence in Clark Street house for purposes in keeping with the heritage values.	N	1-5 yrs
Interpretation		
6. Develop interpretative material in a variety of media about cultural and heritage features and history in this sector, as resource permit and within the overall Outer Green Belt interpretation plan (see policy 4.6.2.7); focusing particularly on early settlement themes, places of significance to mana whenua, and the significance of and need for protecting the rare and threatened native species present in the key native ecosystem.	N	5-10 yrs
6.3.2.5. Recreation		
Track network		
1. Continue to install minor alternate routes where gradients on 4WD tracks are so long and steep as to prove difficult for many users (e.g. as already done on steep grade north of Mt Kaukau summit).	E	Ongoing
2. Install steps in steep places in the Truscott Avenue dog exercise area and make this track walking-only.	E	1-2 yrs
3. Assess options and develop 4WD vehicle access for reserve management and emergency access within reserve land south of the Mt Kaukau summit, to replace existing 4WD access on private land.	N	3-5 yrs
Formalise the side route from the Skyline Track to the true Mt Kaukau summit with way-marking, subject to agreement with landowner Kordia.	N	1-2 yrs
4. Develop the following new tracks (shown indicatively in the Management Sector 3 maps) to improve local access to the Outer Green Belt and the range of short and long routes available, subject to consultation with GWRC in relation to potential impacts on the KNE and the track assessment process outlined in general policy 4.5.2.3.		
a) A shared track via the reservoir above McLintock Street, utilising part of the existing reservoir access track, to provide a local, short loop route from the Old Coach Road.	Ex	1-2 yrs
b) A walking-only track from the lower slopes of Khandallah Park to Bells Track and the main ridge, including a connection from the Satara Crescent/Vasantra Avenue locality ⁵⁰ ; closed to mountain biking as it connects to walking-only tracks.	N	3-5 yrs
c) New tracks in the vicinity of the Silverstream subdivision and valley, including the remaining part of the Silversky Track, to link the new housing with existing tracks, and diversify the choices of local loop routes for walkers and bikers in Crofton Downs and Ngaio. The new tracks to be planned in	N	5-10 yrs

⁵⁰ Open Space Access Plan 2016, Sector 3 Kaukau, Action 3.1 (2) 5-10-yr priority

consultation with the community; d) A track over the saddle north of Mt Kaukau down the side of Johnsonville Park via an existing paper road to Rifle Range Road. ⁵¹ This would form a longer loop route from Truscott Avenue into the rural environment of Ohariu Valley, linking back via Old Coach Rd, enhancing the Rifle Range Road entrance, which is one of the few entrances to the Outer Green Belt from the rural side.		
5. Investigate developing a new walking track to Old Coach Road from nearby new subdivisions ⁵² on the Johnsonville side, to better link them; taking into account at the same potential improvements to the entrance to Old Coach Road (see next below) and any other track connections that might eventuate from Management Sector 2 (see Section 6.2.2.4 also).	N	5-10 yrs
Entrances, facilities and way finding 6. Investigate and assess the options for and the costs and benefits of improving the entrance facilities at the top of Old Coach Road, taking into account: a) the potential for a main entrance development nearby off Ohariu Valley Road in Sector 2; b) the feasibility of providing better visitor parking; c) potential access from McLintock Street North; d) provision of a neighbourhood play area, as proposed in the <i>Wellington Play Spaces Policy</i> ; e) connections to public transport and the need for direction signs along the street network; f) effects on the natural values of existing regenerating bush in Flinders Park; and g) buffer planting above the nearby residential development to enhance the open space experience on the Old Coach Road.	N	1-2 yrs
7. Develop new visitor facilities on the ridgetop at Mt Kaukau, such as toilets, subject to agreement with landowner, Kordia, by: a) preparing a landscape development plan to guide the development to ensure visual impacts are minimised and development integrated unobtrusively into the setting; and b) developing the facilities according to the development plan, as resources permit.	N N	3-5 yrs 5-10 yrs
8. Ensure the \$1-million upgrade (scheduled in the Long Term Plan) of Khandallah Park, which is managed under the Suburban Reserves Management Plan, is designed to complement the visitor experience in the forested hillside part of the park, which is in the Outer Green Belt.	N	3-5 yrs
Way finding 9. Continue to review and update the wayfinding signage to help guide users on the track network, clearly marking the major track routes and the tracks that are closed to certain types of use, particularly at major track junctions along the	N	Ongoing

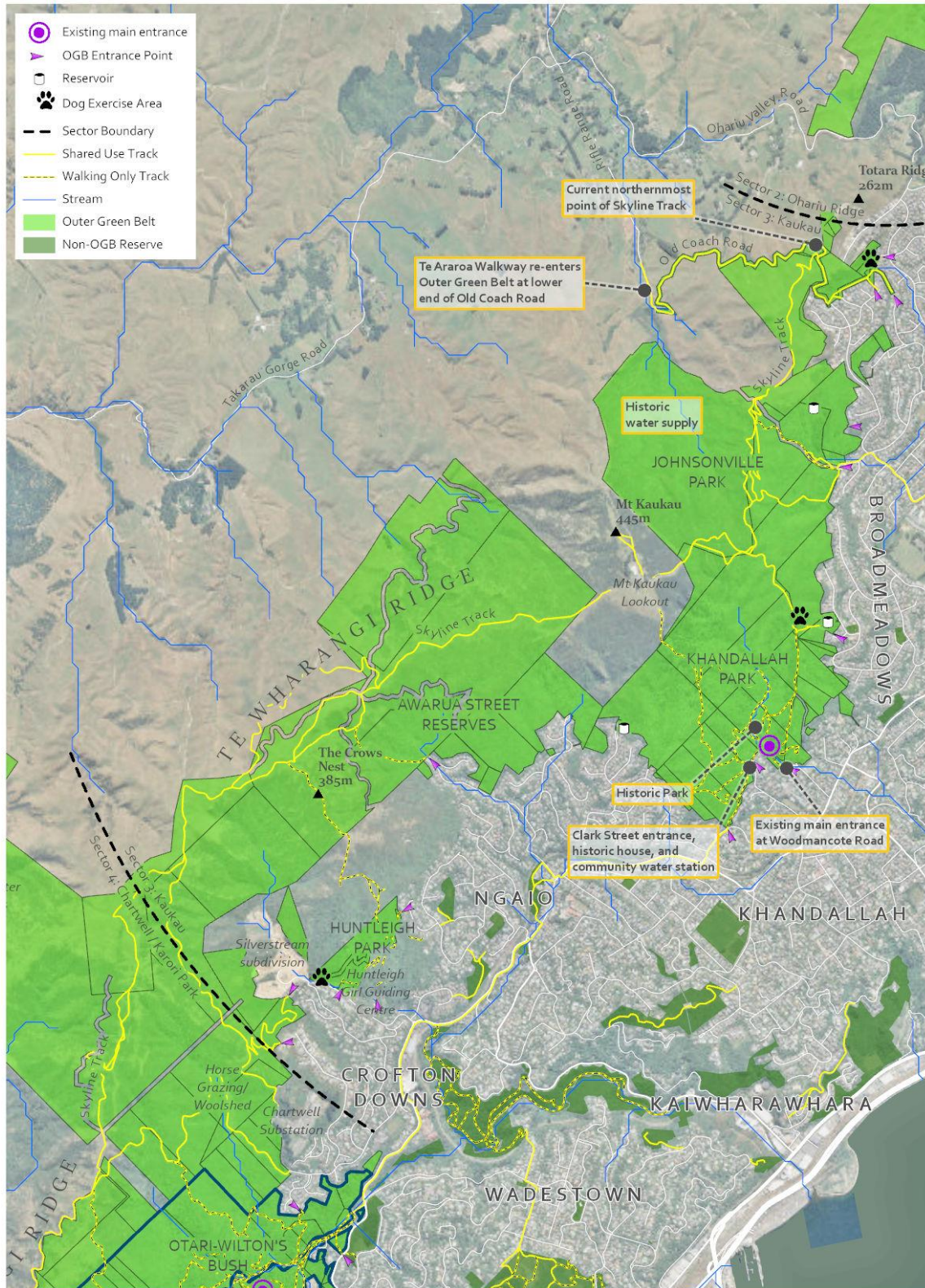
⁵¹ *Open Space Access Plan 2016*, 7.3 Sector 3 Kaukau,

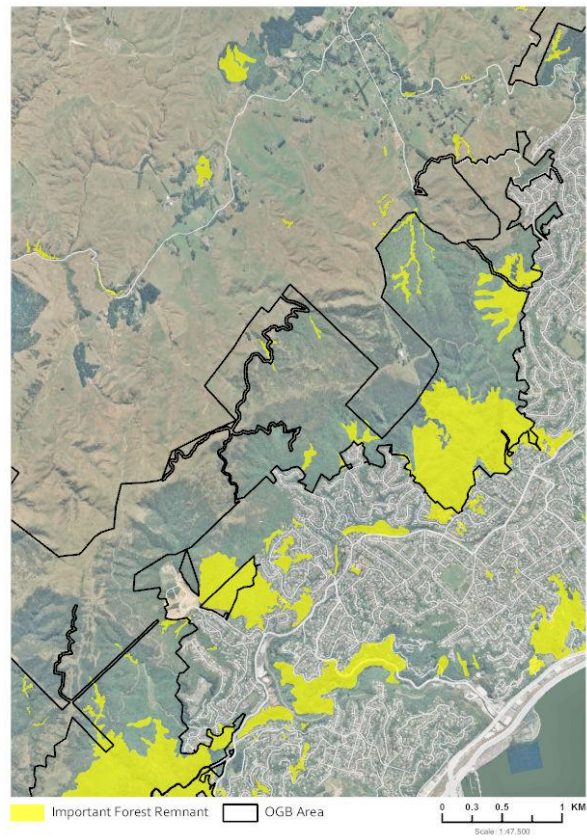
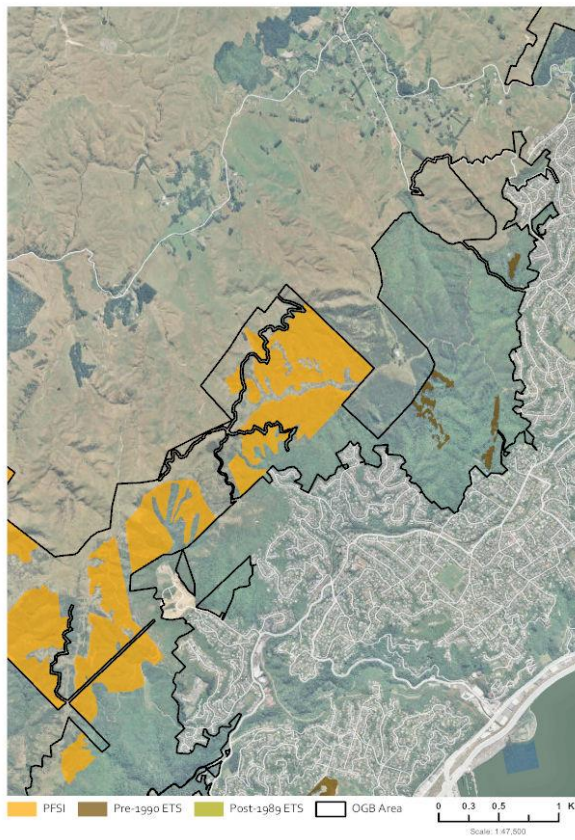
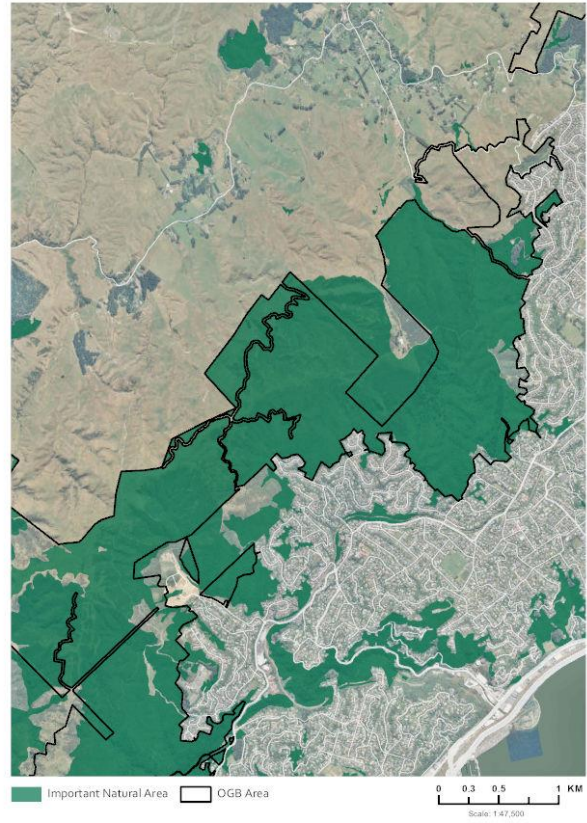
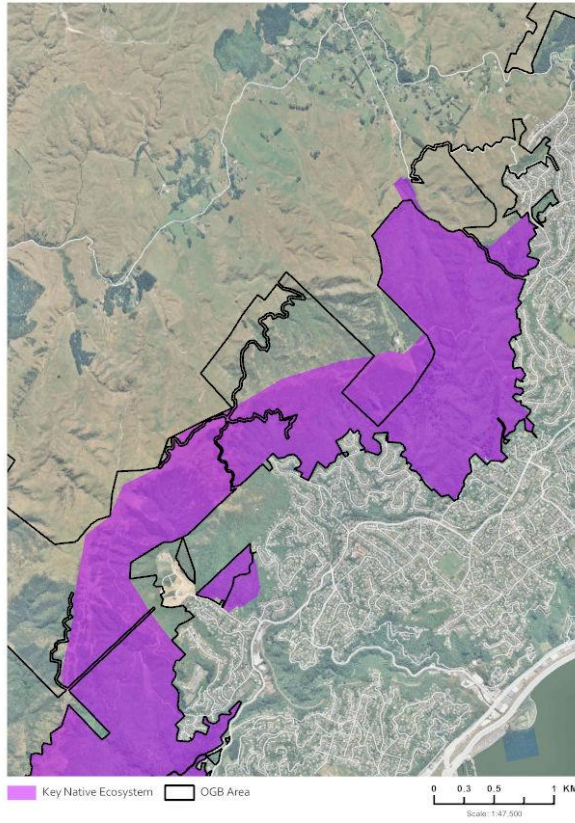
⁵² *Open Space Access Plan 2016*, Sector 3 Kaukau, Action 3.1 (1) 5-10-yrs priority

ridge.		
10. Add distances and typical walking and biking times to track information at the main entrances and appropriate junctions of the track network; in this sector being primarily: Old Coach Road at end of Rifle Range Road, Old Coach Road eastern end, Mt Kaukau summit; Chartwell saddle and the Khandallah Park entrance and Chartwell spur entrance (see Management Sector 4.)	N	1-5 yrs
Dog walking		
11. Reinforce the messaging in this sector that dogs must be kept on a leash everywhere other than in dog exercise areas (see Rules section) to minimise the risk of dogs interfering with grazing stock or vulnerable native wildlife.	E	ongoing
6.3.2.6. Community and awareness		
Work with neighbours		
1. Continue to encourage and support neighbouring landowners to participate in local pest animal management / weed control / restoration planting on their land, especially where it will help protect streams or important native bush remnants or adjoins the Wellington Western Forests Key Native Ecosystem.	Ex	Ongoing
[NEW] Work with Kordia to secure, via formal agreement, continued public access and provision of recreational facilities on Kordia land and to clarify roles and responsibilities for the land management of Kordia's land.	N	1-2 yrs
2. Discuss with Kordia the options for securing lasting protection of the Mt Kaukau summit as public open space and for co-ordinating land management.	N	1-3 yrs
3. Continue to support the Girl Guides Association in protecting the high value native forest on the Association's land at Huntleigh Park and maintaining the public access tracks and signage on the Guides' land, and discuss the best ways to do so.	Ex	ongoing

Sector 3: Kaukau - Current

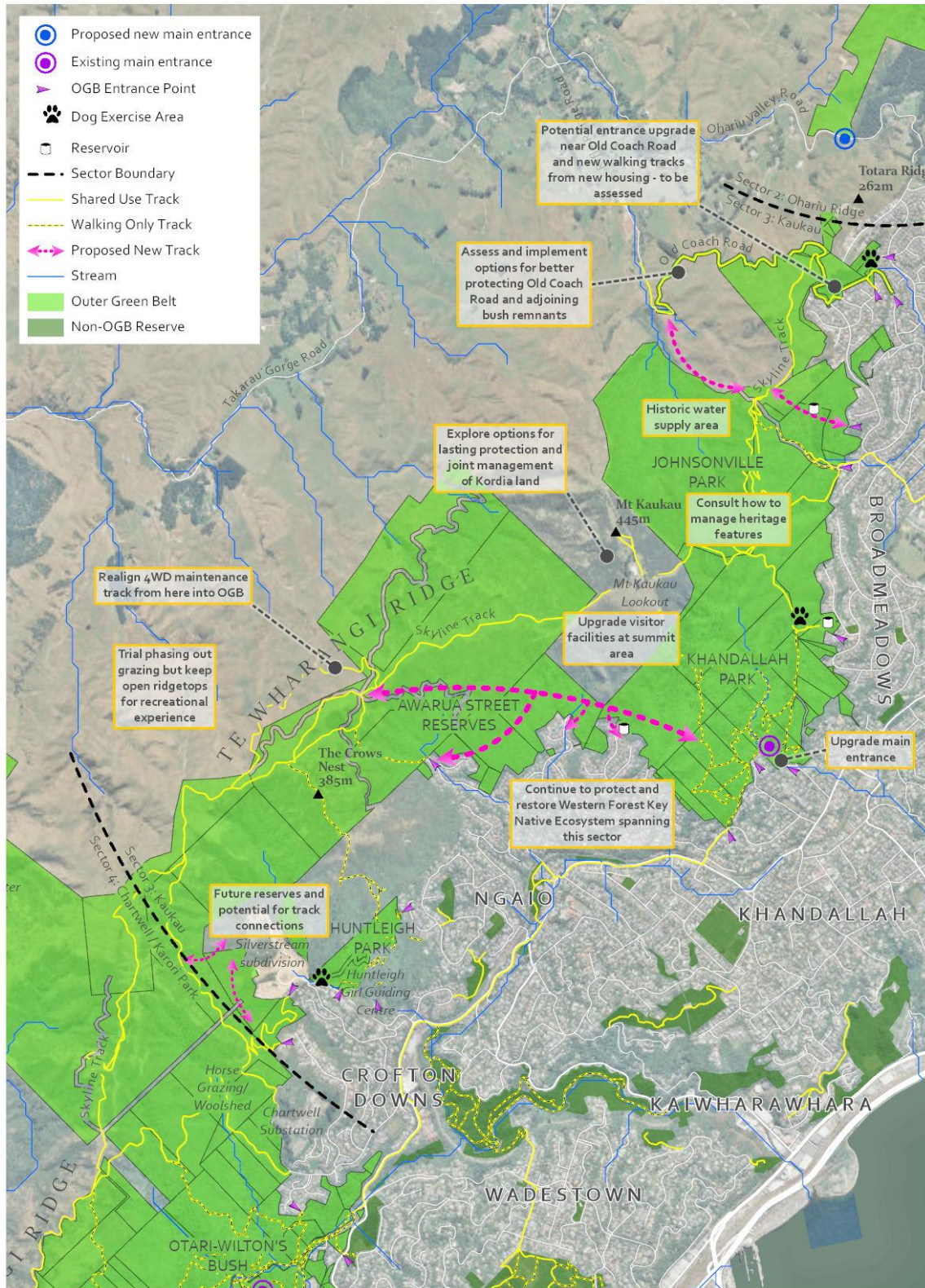
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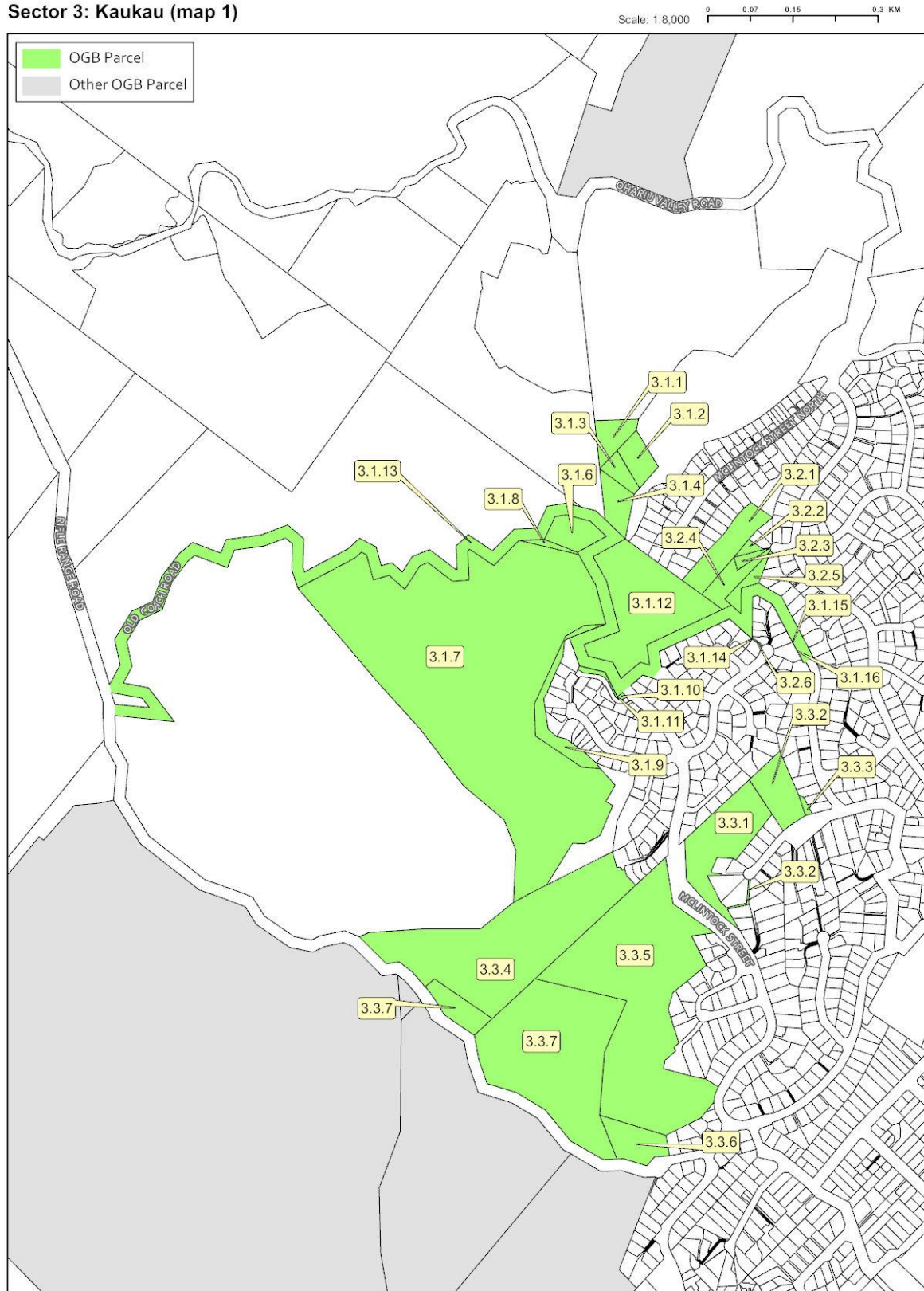


Sector 3: Kaukau - Future Initiatives

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Sector 3: Kaukau (map 1)



Management Sector 3: Kaukau: land title schedule (Map 1)

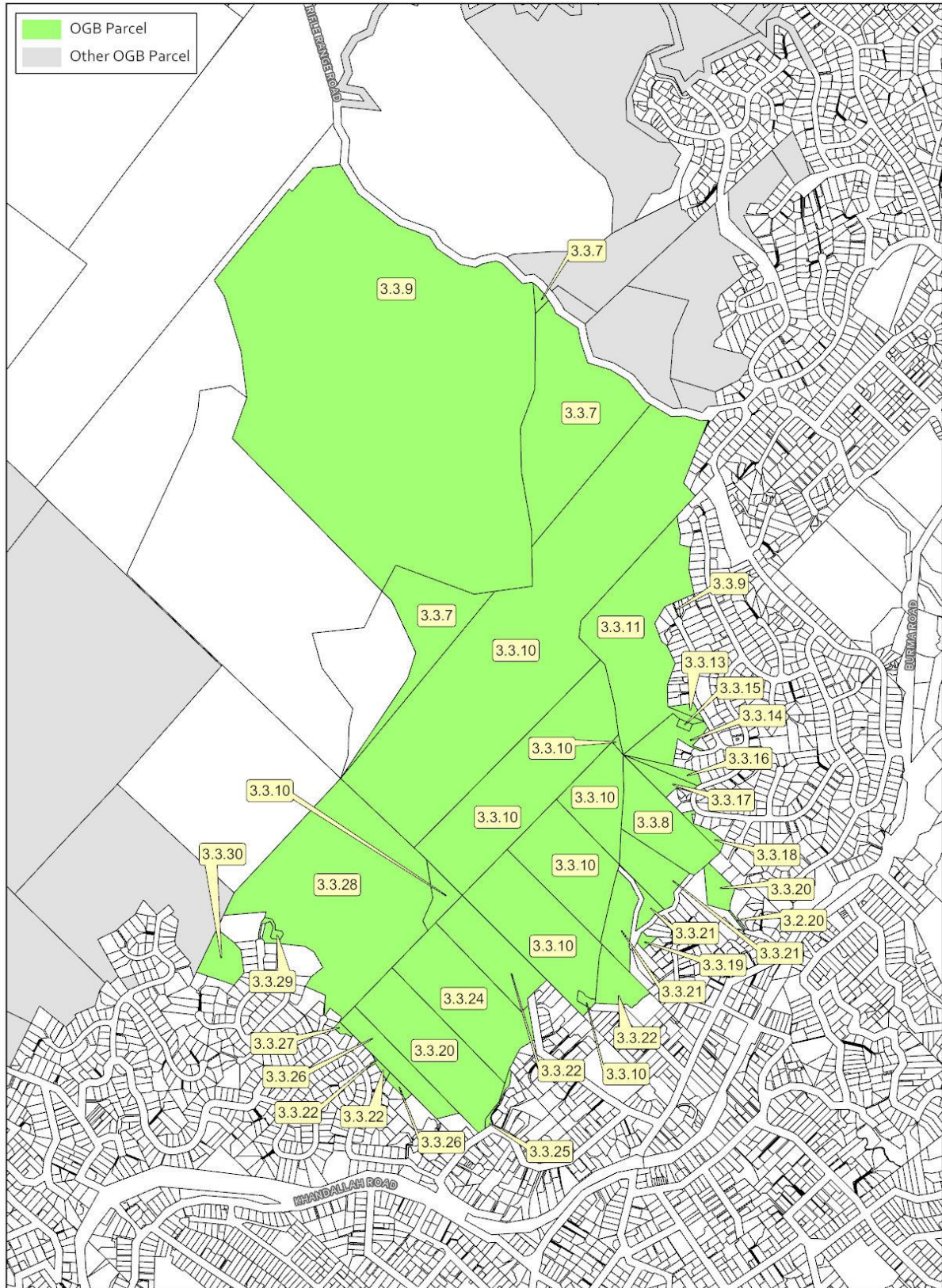
Reserves Name (gazetted or Site Name [still to be checked])	Mapping Reference	WCC Site number	Mapping Reference	CT Reference	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Old Coach Road Reserves	3.1.1	2498	Lot 2 DP 71275	165090	0.3799 ha	Scenic Reserve (b)	NZGZ 2013, p 3957	Open Space B	New addition since 2004	
	3.1.2	2498	Lot 32 DP 315633		0.3637 ha	Scenic Reserve (b)	NZGZ 2013,p 3955	Open Space B	New addition since 2004	
	3.1.3	2498	Lot 1 DP 79071	45D/28	0.2210 ha	Scenic Purpose (b)	GN9561291.3	Open Space B	Land has no frontage to legal road. Subject to Section 5 of the Coal Mines Act 1976 and Section 8 of the Mining Act1971 – these sections refer to Coal and Minerals found on the land are to remain the property	
	3.1.4	2498	Lot 1 DP 73472	646511	0.4174 ha	Scenic Purposes (b)	GN9561291.3	Open Space B	Prior CT reference is 39A/271. Subject to S.206 of the Land Act 1924 - this section refers to the lessee of the land having no rights	
	3.1.6	2333	Lot 1 DP 85395	53B/193	0.4448 ha	Scenic Purposes (b)	GN9561291.3	Open Space B		
	3.1.7	2527	Lot 3DP320360	6626237	16.07 ha	Scenic Reserve (b)	GN9399009.1	Open Space B		
	3.1.8	2527	Lot 4 DP 87824	53A/829	0.0738 ha	Scenic Purposes (b)	GN9561291.3	Open Space B		
	3.1.9	2333	Lot 52 DP 382970	331499	0.5349 ha	Scenic Purposes (b)	NZGZ 2013, p1554	Open Space B		
	3.1.10	2505	Lot 47 DP 382970		0.0673 ha	Local purpose(segregation) Reserve		Outer Residential		
	3.1.11	2505	Lot 5 DP 320360	6626238	0.0029 ha	Local Purpose Reserve		Outer Residential		
	3.1.12	2527	Lot 2 DP 320360	80654	2.6730 ha	Not Classified		Outer Residential	No reserve classification to be made until a decision of through road is made	
Old Coach Road	3.1.13	2527	Old Coach Road	Legal road therefore no CT	Not defined	Unformed Legal Road, includes Secondary Purpose of Historic Reserve under PWA	NZG No.69 –29 June 2017	Two parts are described as a Heritage Area, one part as Road	A conservation plan has been completed for the management of Old Coach Road	
Old Coach Road Isolation strips	3.1.14	2335	Lot 6 DP 85464	52D/859	0.0027 ha	Local Purpose Reserve (Isolation Strip)	Vested as reserve on deposit of plan85464	Heritage Area		
	3.1.15	2336	Lot 4 DP 85463	52C/268	0.0038 ha	Local Purpose Reserve (Isolation Strip)	Vested as reserve on deposit of plan85463	Heritage Area		

Management Sector 3: Kaukau: land title schedule (Map 1 cont'd)

Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
	3.1.16	2337	Lot 2 DP 85462	52C/270	0.0007 ha	Local Purpose Reserve (Isolation Strip).	Vested as reserve on deposit of plan85463	Heritage Area		
Flinders Park	3.2.1	1260	Lot 69 DP 474673	670972	0.78 ha	Scenic Reserve	Vesting on Deposit for Scenic Reserve	Outer Residential		
	3.2.2	1260	Lot 15 DP 59445	29D/258	0.0658 ha	Recreation Reserve		Open Space A	Subject to restrictions as were imposed in the case of leases by Section 206 Land Act 1924 and to reservations imposed by Section 8 Coal Mines Amendment Act 1950.	
	3.2.3	1260	Lot 3 DP 62410	39C/275	0.0781 ha	Recreation Reserve		Open Space A		
	3.2.4	1260	Lot 1 DP 66655	36C/880	0.3773 ha	Recreation Reserve	Vested as reserve on deposit of plan66655	Open Space A		
	3.2.5	1260	Lot 13 DP 57705	27B/607	0.1950 ha	Recreation Reserve		Open Space A	Subject to restrictions as were imposed in the case of leases by Section 206 Land Act 1924 and to reservations imposed by Section 8 Coal Mines Amendment Act 1950.	
	3.2.6	2334	Lot 5 DP 85463	52C/269	0.0057 ha	Recreation Reserve	Vested as reserve on deposit of plan85463	Residential	Access strip to Old coach Road from Bathgate Street Cul de Sac	
On eastern side of McIntock Street before Old coach Road	3.3.1	0501	Lot 21 DP 74702	WN44A/297	1.57 ha	Scenic Reserve		Open Space B	New addition since 2004	
	3.3.2	0501	Lot 19 DP 33932	WN22B/683	0.69 ha	Scenic Reserve	NZGZ 1994,p 127	Open Space B	New addition since 2004	
	3.3.3	0501	Lot 8 DP 32538	WN26B/352	0.0331 ha	Scenic Reserve		Open Space B	New addition since 2004	
Johnsonville Park & Khandallah Park	3.3.4	2029	Lot 3 DP 76192	42D/627	5.2130 ha	Scenic Purposes (a)	GN9561291.3	Open Space B		
	3.3.5	1059	Lot 15 DP 83443	50B/901	6.9973 ha	Scenic Reserve (a)	GN9561291.3	Open Space B	B641517.9 Easement Certificate for a R.O.W. easement over Lot 3 DP 83443. The right of way was created to service the reservoir located on Part Section 96.	
	3.3.6	678	Lot 64 DP 43204	22B/685	0.6091 ha	Scenic Reserve (b)	GN10322172.1	Open Space B		
	3.3.7	1059	Pt Sec 92, 93, 94,95 and 96, Ohariu District	271/110	27.3163 ha	Scenic Reserve	NZ Gazette1989/4 481	Part Open Space B, Part Conservation (west of Old Ohariu Road)	B040420.1 Gazette notice declares the land to be scenic reserve, 26.10.89. B641517.8 Easement Certificate for a R.O.W. easement over Lot 3 DP 83443. The right of way was created to service the reservoir located on Part Section96.	

Sector 3: Kaukau (map 2)

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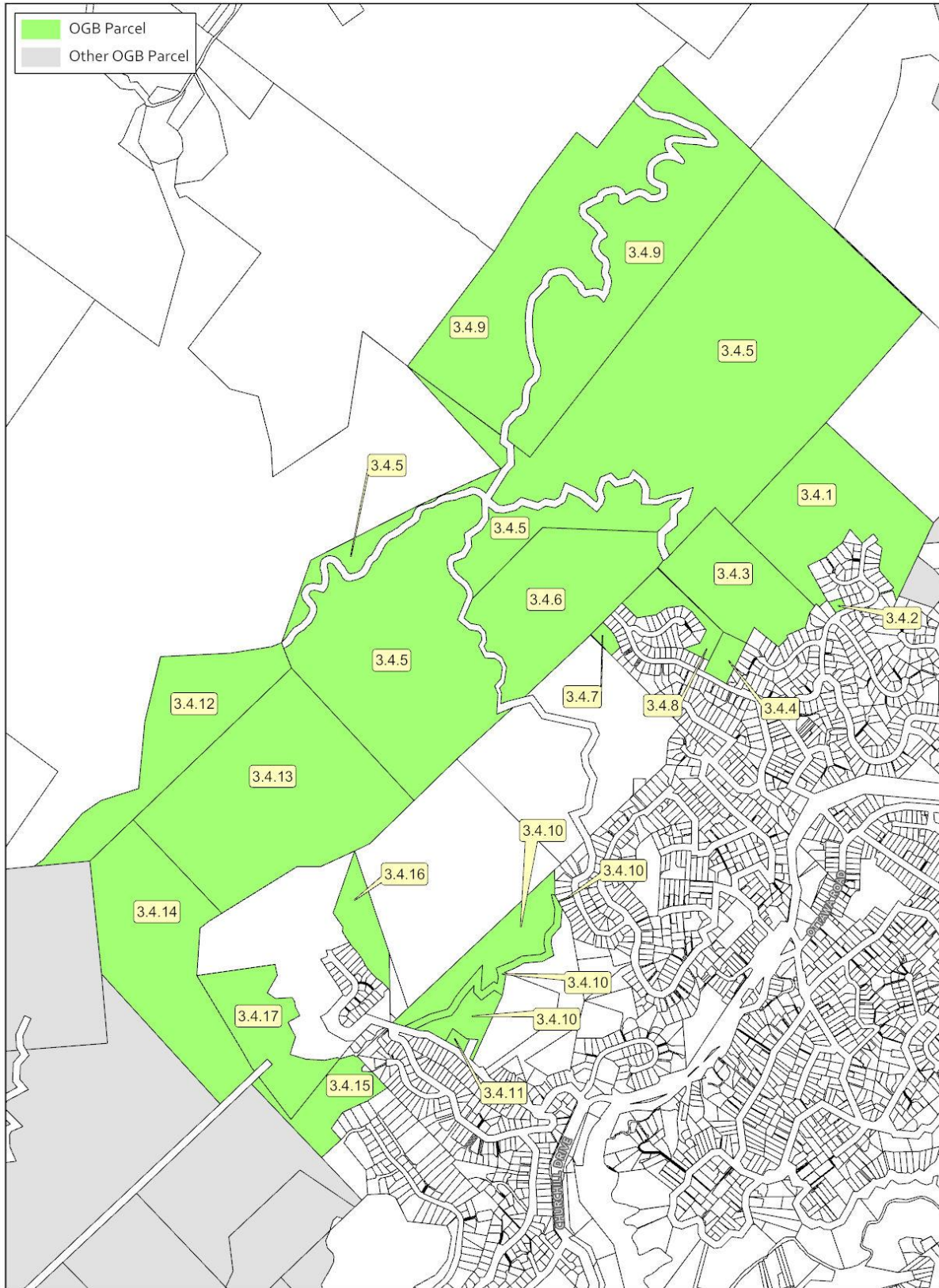
Management Sector 3: Kaukau: land title schedule (Map 2)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Khandallah Park	3.3.8	1195	Lot 4 DP 992	9B/1398	3.4348 ha	Scenic Purposes (a)	GN 9561291.3	Conservation	Water rights created by Transfer 45975. Transfer 248349.1 to WCC as a reserve 7.4.1978, subject to the Reserves and Domains Act 1953.	
	3.3.9	1059	Sec 134, Ohariu District	WN282/107	63.7810 ha	Scenic Reserve	NZ Gazette1989/4 481	Conservation	Transmission Lines cross over the reserve in the northern corner of the reserve.	
	3.3.10	1059	Pt Sec 2, Porirua District, Plan A/1093, Pt Lot 1DP 668, Lot 1DP992, Pt Sec94,95,107 & 128, Ohariu District		52.3301 ha	Scenic Reserve	NZ Gazette1989/4 481	Conservation		
	3.3.11	1919	Lot 1 DP 67610	646505	8.8830 ha	Scenic Purposes (a)	GN9561291.3	Conservation		
	3.3.12	1919	Lot 3 DP 74367	WN26D/159	0.0111 ha	Scenic Purposes(a)	GN 9561291.3	Outer residential		Propose rezoning Open Space B
	3.3.13	1919	Lot 2 DP 74365	WNF4/235	0.1723 ha	Scenic Purposes(a)	GN 9561291.3	Outer residential		Propose rezoning Open Space B
	3.3.14	1195	Lot 4 DP 64064	WN490/100	1.3057 ha	Scenic Purposes (a)	GN 9561291.3	Conservation		
	3.3.15	231	Lot 5 DP 64064	WN490/101	0.0720 ha	Local Purpose (Public Utility) Reserve	Vested on deposit ofDP 64064	Conservation		
	3.3.16	1195	Lot 2 DP 56550	26C/892	0.3795 ha	Scenic Purposes (a)	GN 9561291.3	Conservation		
	3.3.17	1195	Lot 3 DP 53019	25D/461	0.6049 ha	Scenic Purposes (a)	GN 9561291.3	Conservation		
	3.3.18	1195	Pt Lot 2 DP53019	50B/375	0.2526 ha	Scenic Purposes (a)	GN 9561291.3	Conservation		
55 Baroda Street – Khandallah Park	3.3.19	0679	Lot 1 DP54207	WN27C/64	0.1167 ha	Not Classified		Open Space B	New addition since 2004	Proposed re Classification of Scenic Reserve
	3.3.20	1195	Lot 15 DP59374 and Lot15 DP 59243	32B/881	0.6470 ha	Scenic Purposes (a)	GN 9561291.3	Open Space B		

Management Sector 3: Kaukau: land title schedule (Map 2 cont'd)

Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
	3.3.21	1059	Lots 2 & 3, DP669 and Lot 3, DP992	3797308	3.5359 ha	Scenic Reserve	NZ Gazette1989/4 485	PartConservation5 F and Part Open Space	Subject to the water rights created by Transfers 45975 &45976 and notice of building line restriction by order inCouncil360.	
	3.3.22	1059	Lot 11, DP 2930	CT 282/107	1.2672 ha	Scenic Reserve	NZ Gazette1989/4 485	Open Space B		
	3.3.23	1059	Lot 1 DP 738	3822983	3.1995 ha	Scenic Reserve	NZ Gazette1989/4 481	Conservation5F		
	3.3.24	592	Lots 2 & 3 DP738	47D/209	12.6464 ha	Scenic Reserve	NZ Gazette1989/4 484	Conservation5F		
	3.3.25	682	Lot 4 DP 44554	24A/77	0.1235 ha	Recreation Reserve	NZ Gazette1995/2 420	Conservation5F		Proposed re Classification of Scenic Reserve
	3.2.26	546	Lot 2 DP81033, Lot 2DP 44117, Lot1 DP 45341 and Lot 1 DP	47C/235	2.2718 ha	Scenic Reserve (a)	GN9561291.3	Open Space B		
	3.3.27	1442	Lot 19 DP 48476	21A/667	0.0794 ha	Scenic Purposes(a)	GN 9561291.3	Open Space B		
	3.3.28	1142	Lot 89 DP 63803	32C/302	17.4393 ha	Scenic Purposes (a)	GN 9561291.3	Conservation	930289.4 Transfer Grant of Sewage Drainage rights over the part marked A on DP 63803 to Lot 85 on DP 63802	
	3.3.29	2309	Lot 7 DP 61447	30C/393	0.1242 ha	Local Purpose(Utility) Reserve		Outer Residential	Water reservoir - Satara Crescent. Subject to the Reserves Act 1977. 851425.1 Right of way easement over subject.	
	3.3.30	1142	Lot 1 DP 75246	49D/346	1.0766 ha	Scenic Purposes (a)	GN9561291.3	Open Space B		

Sector 3: Kaukau (map 3)

Scale: 1:13,000 0 0.13 0.25 0.5 KM



Management Sector 3: Kaukau: land title schedule (Map3)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Awarua Street Reserves	3.4.1	1370	Lot 41 DP 81645	48B/64	13.9429 ha	Scenic Purposes(b)	GN 9561291.3	Conservation5D		
	3.4.2	1370	Lot 48 DP 57018	26D/454	0.1169 ha	Scenic Purposes(b)	GN 9561291.3			
	3.4.3	1187	Pt Sec 9KaiwharawharaDistrict	20D/1109	8.6527 ha	Scenic Reserves(b)	NZG No.54 May 2013	Conservation5D and Part Open Space B		
	3.4.4	1901	Lot 1 DP 33410	12A/416	0.9102 ha	Scenic Reserves(b)	GN10322172.1	Open Space B		
	3.4.5	1740	Pt Sec 128Ohariu District	47C/982	91.6423 ha	Scenic Reserve(b)	NZG No.54 May 2013	Conservation5D		
	3.4.6	2187	Lot 1 DP 62343	31C/990	14.6701 ha	Scenic Purposes(b)	GN 9561291.3	Open Space B		
	3.4.7	2187	Lot 49 DP 29097	5C/1477	0.3728 ha	Scenic Purpose(b)	GN 9561291.3	Open Space B		
	3.4.8	2187	Pt Sec 9 Kaiwarra District	21A/511	2.1326 ha	Scenic Purposes(b)	GN 9561291.3	Open Space B		
	3.4.9	473	Pt Sec 109	20D/1107	42.1480 ha	Scenic Purposes(b)	GN 9561291.3	Open Space B		
Huntleigh Forest Park	3.4.10	487	Lots 1 & 2 DP17482, Lot 26 DP21990, and Section 42Kaiwharawhara	24C/599	8.2437 ha	Scenic Reserve	G.N. B.040427.1	Conservation5C		
	3.4.11	487	Pt Sec 7Kaiwharawhara District and Part closed Street	13B/954	0.2147 ha	Recreation Reserve	G.N. B.040423.1,1989	OpenSpace A		
	3.4.12	2306	Lot 2 DP 81286	47C/980	12.5003 ha	Recreation Reserve	Vested as reserve on Deposit of DP 81286	Open Space B	Previously part of Kilmister Block. The old Maori Ohariu/Thorndon track also crosses over this land. Transpower have a current access agreement with WCC over this land to access their utilities dated 21/8/2000.	Proposed re Classification of Scenic Reserve (b)
	3.4.13	2342	Pt A Plan 336	22B/443	28.0585 ha	Scenic Purposes(b)	NZG No.54 May 2013	Open Space B	Previously part of Kilmister Block. The old Maori Ohariu/Thorndon track also crosses over this land. Transpower have a current access agreement with WCC over this land to access their utilities dated 21/8/2000.	
	3.4.14	2342	Pt Sec 57 Makara District	22B/793	18.1284 ha	Scenic Purposes(b)	NZG No.54 May 2013	Open Space B	Previously part of Kilmister Block. The old Maori Ohariu/Thorndon track also crosses over this land. Transpower have a current access agreement with WCC over this land to access their utilities dated 21/8/2000.	
	3.4.15	3548	Lot 47 DP 435196	531993	3.6768 ha	Recreation Reserve		Open Space B		Proposed re Classification of Scenic Reserve (b)
	3.4.16		Lot 133 DP 515093		2.7 ha	Not Classified		Outer residential and Rural, Open Space B		Proposed re Classification of Scenic Reserve (b)

	3.4.17		Lot 134 DP 521726		26.85 ha	Not Classified		Outer residential and Rural, Open Space B		Proposed re Classification of Scenic Reserve (b)
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6.4 SECTOR 4: CHARTWELL / KARORI PARK



Te Wharangi ridge forms a backdrop to Karori from Karori Park (left) to Johnston Hill (right of centre) and beyond to Otari-Wilton's Bush. Chartwell spur and substation are on the spur in front of Mt Kaukau (distant skyline at right). Note: housing of Montgomery Avenue close to the ridgeline.

Key features / values:

- Locally prominent skyline, clear of structures, with landmark Johnston Hill (360 m asl).
- Expansive rolling Kilmister tops contrasts with ancient native forest in Otari.
- Skyline Track along Te Wharangi ridge, well connected from suburbs.
- Otari-Wilton's Bush: nationally significant botanic garden, nature conservation history and visitor destination.
- Part of regionally significant Key Native Ecosystem containing threatened plants and animals.
- Borders other large open spaces: Ian Galloway Park, Karori Cemetery, Karori Park.
- Nationally significant nature conservation stories, plus early Māori and farming heritage.

Local communities: Chartwell, Wilton, Northland, Karori

Local community volunteer activities include: animal pest control, hosting and guiding at Otari-Wilton's Bush, track maintenance and building, restoration planting

6.4.1 OVERVIEW

Sector 4 (483.2 ha) extends from Chartwell spur to the Mākara Road saddle along Te Wharangi ridge via the Kilmister tops and Johnston Hill. It extends over additional ridgetop land acquired by the Council in recent years to the west beyond the Kilmister tops and, on the east, includes Otari-Wilton's Bush, Johnston Hill and the forest slopes (known as the 'wild side') of Karori Park. The flat multi-use part of Karori Park is managed under the Suburban Reserves Management Plan.

6.4.1.1. Land administration

Parts of this sector, such as Otari-Wilton's Bush, Johnston Hill and Karori Park have long been protected as reserves but more recent acquisitions require gazetting as reserves with appropriate reserve classification. Some Karori Cemetery land at the base of Johnston Hill, which is managed as part of the Outer Green Belt, also requires reserve protection.

This sector shares boundaries with Karori Park (in part a 'Suburban Reserve'), Karori Cemetery and Otari-Wilton's Bush. The management plans for those areas provide the detail around the special

values associated with them. The various management plans list legal land parcels while land management practices will relate to practicalities of managing and maintaining the different values on the ground. For example, the hills above the cemetery are on land parcels technically held under the cemetery management plan and managed as per that plan but are managed in the same way as the Outer Green Belt land parcels adjacent and will look the same as the wider Outer Green Belt.

This sector also contains reserve land near Chartwell, owned by the Crown (the Department of Conservation), that is managed by the Council. There is a parcel of land owned by Iwi where there is currently no management arrangement in place but it is managed as part of the Outer Green Belt that surrounds it.

6.4.1.2. Nature

Key Native Ecosystem. The native forest in Otari-Wilton's Bush through to and including Johnston Hill, forms part of the regionally significant Wellington Western Forests Key Native Ecosystem (KNE)⁵³, which also extends north through Management Sector 3 as far as Johnsonville Park. The KNE is an important part of the Outer Green Belt ecological corridor for both its biodiversity and its soil and water protection role in catchment management. Otari-Wilton's Bush is botanically and nationally significant as a native botanic garden and as it contains the city's best remaining native forest remnant (podocarp/ northern rata) as well as extensive areas of well-developed secondary forest. It is a crucial hub in this part of the city, with connections east to the Town Belt, south to Zealandia via the Kaiwharawhara Stream valley, north to the rest of KNE in Management Sector 4 (Mt Kaukau) and west to Johnston Hill and Mākara Peak. Kereru have proliferated here and their expanding population are playing a crucial role in spreading seed from the concentration of important seed source trees. Otari-Wilton's Bush is also proving a safe haven for the native birds spreading out from Zealandia. While it is part of the Outer Green Belt, its detailed management is guided by the *Botanic Gardens of Wellington Management Plan 2014*, including restoration planting and animal pest management programmes.

A number of nationally threatened or at-risk species are present including five plant species, four bird species, four lizard species, one invertebrate (land snail) and three freshwater fish species. A regionally threatened tree fern is also present⁵⁴. Lists of plant species found at Otari-Wilton's Bush are available on the NZ Plant Conservation and WCC websites.

Weeds and pest animals. Scattered specimens of climbing weeds such as old man's beard keep being discovered in the forest and are controlled when found. They are sometimes of surprisingly mature size. Predator-Free Wellington volunteer groups have been working very collaboratively on predator control in this general area for many years.

Chartwell Bush project. Above Otari-Wilton's Bush is a comparatively level area, created during the construction of the nearby Wilton sub-station. An artificial bog resulted, which is now the focus of a Forest & Bird 'Chartwell Bush' project. The proposed objective is to establish native forest and create a wetland habitat with native wildlife and a restored stream. A picnic area and connecting track to Otari-Wilton's Bush are part of the project proposal. Council will work with Forest & Bird as the project progresses and to confirm appropriate development.

Grazing. Keeping the hilltop areas in grassland will provide habitat for native species that do not inhabit bush environments, such as lizards and speargrass. It is expected that grass cover on the tops will grow taller after grazing is phased out and, in due course, scrub, followed by secondary forest, will gradually regenerate over the ridgetop here, as it is the lowest part of the ridge with less extreme conditions. Darwin's barberry is a problem in this sector with some large infestations in places. The extent of the problem is such that biocontrol, which is being trialled, appears the only viable option

⁵³ Through its Key Native Ecosystem Programme Greater Wellington seeks to protect some of the best examples of ecosystem types in the Wellington region.

⁵⁴ *Key Native Ecosystem Plan for Western Wellington Forests 2015-2018*, Greater Wellington Regional Council, Appendices 3 & 4

for effective large-scale control but some targeted edge control may be required to contain further spread into the grassland areas.

Resilience. The forest of Otari-Wilton's Bush and part of Johnston Hill protects the catchments of several small tributaries that flow into the Kaiwharawhara Stream. Kaiwharawhara Stream flows through Otari-Wilton's Bush, where the forest cover and restored riparian vegetation helps to improve water quality – the stream having flowed underground from Zealandia and Birdwood Reserve through a former landfill. Vegetation cover helps protect soil and water in the headwater areas of the Karori Stream in Johnston Hill and Karori Park, although, unfortunately, the stream is polluted downstream. Contributing to the Council's carbon-neutral programme are areas of registered carbon storage forest.

6.4.1.3. Landscape and land use

The ridgeline in this sector gradually narrows and lowers in elevation from the Kilmister tops (359 m asl) and Johnston Hill (360 m asl) down to the Mākara Road saddle (225 m asl.) The ridgetops are less prominent than in Management Sector 3 but are distinctive, with noticeable landmarks in the conical outline of Johnston Hill and the dramatic rolling grassland of the Kilmister Tops that contrast attractively with the steep, dense bush below. The city side is mainly forested and is an important natural backdrop to the western suburbs. In the early 2000s, the Council acquired additional land beyond the Kilmister Tops as part of its purchase of Otari Farms; these elevated blocks of rough reverting pasture have extended the Outer Green Belt westward into the rugged country near British Peak. High voltage transmission lines cross Te Wharangi ridge and then pass down over the slopes above Otari-Wilton's Bush to the Wilton Substation at Chartwell, from where transmission lines continue back up the east side of Chartwell ridge in Management Sector 3. There are easements for the transmission lines and Transpower has access rights to maintain its utilities.

Grazing. As explained in general policy 4.3.3.3, it is proposed to trail gradually phasing out grazing on Te Wharangi ridge and maintain grassland where desired on the tops by alternative means. The southern grazed area in this sector, near Johnston Hill, is to be considered first, due to the poor pasture, amount of scrub, stock damage to tracks and vegetation, and issues with cattle reported by recreational users. The landowner in this area will be a key partner in understanding how this might work for practical land management. It is expected that scrub, followed by secondary forest, will gradually regenerate over the ridgetop here, as it is the lowest part of the ridge with less extreme conditions. That will mean a change in landscape character, an outcome that has been weighed against the improved recreational experience and the potential to link native vegetation across the ridge into the North Mākara Stream catchment. However, the Johnston Hill lookout, other viewpoints along the Skyline Track and/or track junctions will need to be kept clear. Currently, this area is not fenced off from the adjacent farmland and so, a new boundary fence will be required before stock can be excluded.

Exotic plantations. The large old macrocarpas on the slopes of Karori Park provide wildlife habitat so are not being removed unless risk requires. Storm damage has already seen the canopy opening up and a native understorey regenerating. The pines north of Johnston Hill are younger. Some selective removal has been done following risk assessment but the trees will not be harvested. A native understorey is developing in the gullies but the understorey environment on the spurs is still quite open.

6.4.1.4. Culture and heritage

Otari-Wilton's Bush is historically significant as a leading example of nature conservation in New Zealand, through the Wilton family's early preservation of the remnant forest and, later, Leonard Cockayne's leadership in conservation science and establishing an open-air native plant museum, which today is the nationally and internationally recognised Otari-Wilton's Bush Botanic Garden. Local farming history is also evident in vestiges of hand-hewn farm fences, stock yards, shelter trees and the woolshed at Chartwell. The former Kilmister family's sunken homestead site on neighbouring farmland is an interesting heritage feature visible from the Skyline Track. A main access route used

by Māori from the harbour to the west coast lies through this area. Some of this history is already acknowledged at Otari-Wilton's Bush.

6.4.1.5. Recreation and access

Explanation

The Skyline Track is the main connector through this sector. When the 2004 edition of this plan was published, it ended at the Chartwell substation but the Council's subsequent purchase of Otari Farms enabled it to be extended south. It now follows a farm track from the Kilmister Tops to the end of Parkvale Road and then across private land to Karori Park. A network of tracks of varying quality to Otari-Wilton's Bush, Karori Cemetery, Johnston Hill and Karori Park offer a choice of destinations, local loop routes and links. A feature of this sector is the proximity of large suburban open spaces, including Ian Galloway Park, Karori Cemetery and the flat multi-use sports ground/play area part of Karori Park, which adds to the range of outdoor recreation in the area.

Otari-Wilton's Bush is a nationally and internationally recognised destination for people interested in New Zealand's natural heritage, especially its flora. It is also a popular walking and picnicking area. Johnston Hill is a locally popular walking destination, offering excellent views in all directions after a steep climb through remnant native forest. Tracks in Otari Wilton's Bush and on Johnston Hill are designated walking-only under the *Open Space Access Plan 2016* (see sector maps).

Issues in the 'wild side' part of Karori Park to do with proliferating unsanctioned tracks and compatibility between walkers, bikers and dog-walkers led to *The Wild Side of Karori Park, Dog Exercise and Trail Plan 2015* being developed as part of a community consultation process aimed at resolving the issues. Consequently, the track network has been modified to better provide for the different users, including a new dog exercise track, a grade 2 bike track for beginner riders, the closure/revegetation of several unofficial tracks, and new track signage. The 98 downhill grade 5 mountain biking track, which offers an excellent challenge for highly skilled riders, is also better signposted. An aspect of the 'wild side' is that it is a suitable area for beginner mountain bikers, especially children, to learn basic skills before progressing to the opportunities offering in the nearby Mākara Peak Mountain Bike Park (Management Sector 5). However, it is also important to provide for walkers at Karori Park. Hence, the proposal to eventually develop a separate mountain bike loop to the Mākara saddle and then make the main Wahine Track down through the 'wild side' for walkers only. The Wahine track is also an alternative route for Skyline Track users who want to bypass Mākara Peak (see wayfinding actions below). Safe crossing of Mākara Road saddle, one of only two roads that cross the Outer Green Belt ridges) is an issue to be investigated (see Management Sector 5 also).

A number of track developments are proposed, as indicated in the Management Sector 4 maps, aimed at filling gaps and catering for different user needs. The rationale for each is briefly outlined in the actions section below. The public will be consulted about the assessment of the proposed downhill mountain bike tracks north of Johnston Hill.

Chartwell Drive / Wilton substation entrance. Two wide and reasonably graded tracks provide good shared access up to the skyline ridge in two directions, with the opportunity to do a loop route up and back over the Kilmister Tops. New tracks down to the Silverstream subdivision area will also improve local linkages. There is potential to expand the limited amount of parking at the road end in places along the Transpower access road from Chartwell Road.

The lower half of the gully below the road is the site of Forest & Bird's proposed planting project but the remaining land offers a relatively open flat site – a rare commodity on the Outer Green Belt. There is potential to provide a pleasant picnic area here with track links to both the Skyline Track on the ridge and Otari-Wilton's Bush below. The woolshed in this area is leased until xx year and the current horse grazing is likely to continue under license subject to assessment of the activity and application on expiry until the end of the lease.

Karori Park entrance. The facilities at Karori Park, which include toilets and a café, come within the scope of the Suburban Reserves Management Plan but are ideally located to be an entrance to the Outer Green Belt with its facilities in easy reach of recreational users on the Skyline Track.

Way finding. Given the number of loop routes available in this sector, both within the Outer Green Belt reserves and connecting to other nearby reserves, clear way-finding is essential, especially at track junctions and entrances.

6.4.1.6. Community

For the local communities and volunteer groups, the natural skylines and forested slopes of the Outer Green Belt in this sector are a signature feature in views from Wilton, Northland and Karori. Historically, local residents have advocated for better access to and along the ridgetop landscape (now achieved through acquisitions such as former Otari Farms land) and been concerned at housing development close to the skyline at Montgomery Avenue. In recent times, residents and community groups have become actively involved in activities such as restoration planting, pest control and track building.

A block of land adjoining Otari-Wilton’s Bush is held in freehold Māori ownership. It was part of the nineteenth century McCleverty Awards. Under the Māori Land Act a trust is required to represent the multiple owners but there is no trust at present. The Council will consult Iwi about how to proceed but, in the meantime, it will appear to be part of the Outer Green Belt.

Some important remnant and regenerating forest occurs on some adjoining private land, both residential near Johnston Hill and in adjoining rural blocks to the west, where catchment management in the upper North Mākara Stream is also important. The Council seeks to work with these neighbours as much as possible to protect the natural values and water quality and integrate conservation efforts through such programmes as Predator-Free Wellington and Capital Kiwi.

There is a gap in the Outer Green Belt reserves on the main ridge above Parkvale Road between Johnston Hill and Montgomery Avenue, where public access across the private farmland is currently allowed by way of a right-of-way agreement. Completing the negotiations will secure access along this section of the Skyline Track. The Council will continue to work collaboratively with the landowner to manage public access.

6.4.2 ACTIONS

N = new initiative; E = Existing; Ex = Expand existing

(Notes: (i) Some ‘new’ projects come within larger funded programmes but have not yet been started. (ii) Implementation depends on budget allocations.)

6.4.2.1. Land administration		
1. Continue to work collaboratively with Transpower on managing the tracks in the Outer Green Belt where Transpower has access rights to its utilities.	E	ongoing
Land acquisition / protection		
2. Continue to work with neighbouring landowners to acquire or protect open space values in undeveloped areas that have high natural, landscape or recreational values, including on Johnston Hill.	E	ongoing
Leases, licenses, easements and rights of way		
3. Finalise with the neighbouring landowner a right-of-way agreement across the private land above Parkvale Road. Establish a good working relationship to partner in managing public access alongside farming activities.	E	1-2 yrs

6.4.2.2. Nature		
Caring for nature	E	ongoing
1. Continue to work with Greater Wellington Regional Council to implement the Western Forests KNE Management Plan 2015-2018 and subsequent editions.		
2. Continue to implement and support the Otari-Wilton's Bush section of the Wellington Botanic Gardens Management Plan	E	ongoing
3. Monitor the ridgetop areas to observe changes in the grasslands, other vegetation and wildlife after grazing ceases, for research and to help guide future management of those areas to retain the desired grassland habitat.	N	3 > yrs
Streams	E	ongoing
4. Continue to support the Sanctuary to Sea – Kia Mauriora te Kaiwharawhara project, as a key strategic partner.		
Indigenous flora and planting	E x	2-5 yrs
5. Encourage regeneration of native vegetation across the ridgetop near Johnston Hill on land retired from grazing to enhance connectivity to the upper North Mākara Stream Catchment.		
6. Allow the exotic conifers in Karori Park and north of Johnston Hill to age and fall naturally, subject to risk monitoring and selective removal where necessary (see	E	ongoing

general policy 4.3.2.3)		
Weeds and pest animals	E	ongoing
7. Work with the national Biocontrol Collective to monitor the effectiveness of the Darwin's barberry weevil as a biocontrol agent on Mākara Peak and Chartwell to guide improved biocontrol of Darwin's barberry in the Outer Green Belt.		
Research	E	ongoing
8. Continue with the research being carried out at Otari-Wilton's Bush Native Botanic Garden to support native plant conservation both in the living collections and in the Lions Otari Plant Conservation Laboratory. The labs focus is on long-term seed storage behaviours, seed viability assessment, and seed germination protocols.		
9. Continue to work with Otari-Wilton's Bush to improve restoration planting programme and the restoration of threatened and rare plants	E x	ongoing
6.4.2.3. Landscape and land use		
Landscape	E	ongoing
1. Manage vegetation to maintain open views from the more elevated sections of the Skyline Track and at least the following places: a) Johnston Hill summit; b) Kilmister tops; c) The saddle above Otari-Wilton's Bush, where the transmission lines cross.		
Grazing		
2. Work with the graziers in this sector to plan ahead and implement the general grazing policy 4.3.3.3, in summary by: a) Formalising interim grazing rights, and b) Trialling gradually phasing out grazing and trialling alternative maintenance methods.	N N	1- 2 yrs 5-10 yrs
3. Carry out fence maintenance and/or replacement work on all the fences bordering adjacent farmland to ensure boundary fencing will effectively exclude neighbouring grazing stock from the reserve land.	N	1-5 yrs
4. Align fencing planning with 'open tops' planning to provide for fencing as a enduring visible demarcation line between forest and grassland landscape character/recreation experience.		
6.4.2.4. Culture and Heritage		
Farming heritage	N	1-2 yrs
1. Investigate the heritage value of the former woolshed at Chartwell and its potential for re-use.		
2. Work with landowner of former Kilmister / Otari Farms to explore historic features from early farming days.	N	ongoing

3. Consult mana whenua about the location of the historic route to the west coast and mana whenua's wishes as to its management and interpretation.	N	ongoing
Interpretation		
4. Develop interpretative material in a variety of media about cultural and heritage features and history in this sector, as resources permit and within the overall Outer Green Belt interpretation plan (see policy 4.6.2.7); focusing particularly on farming heritage, the story of the Kilmister family and the nature conservation history associated with Otari-Wilton's Bush.	N	5-10 yrs
6.4.2.5. Recreation and access		
Track network		
1. Review the implementation of the <i>Wild Side of Karori Park, Dog Exercise and Trail plan 2015</i> .	E	1-2 yrs
2. Develop the following new tracks (shown indicatively in the Management Sector 4 maps), subject to the track assessment process outlined in general policy 4.5.2.3:		
a) Uphill and downhill mountain bike loop in the gully below Mākara Saddle to provide a separate mountain biking connection to Mākara Mountain Bike	E	3-5 yrs

<p>Park via the saddle, and then designate the currently shared Wahine Track for walkers only ⁵⁵;</p> <p>b) Consider a proposal to construct a new walking-only track to connect the Chartwell Bush area to Otari-Wilton’s Bush and create another local loop route for Chartwell residents. The existing track network, the need for more entrances into Otari-Wilton’s Bush and likely user numbers will need to be considered against the potential cost and complexity of building a track through the sensitive natural environment in the area and the steep topography and watercourse. Any track will not be community built and will require robust assessment and route selection against the Open Space Access Plan track assessment. .</p>	E	5-10 yrs
<p>3. Consider a proposal to develop three grade 5 downhill mountain biking tracks in the pine plantation above Karori Cemetery, by:</p> <p>a) investigating, in consultation with the community, the need, feasibility and suitability of the proposed tracks under the criteria outlined in the general track network policies in this Plan, which include assessment of needs and ecological impact as per the Open Space Access Plan(OSAP) and detailed professional track building and ecological route assessment in the field; and</p> <p>b) Consider suitability of the Cemetery to Skyline track to accommodate shared use to get to and use the new downhill tracks and the appropriateness of biking in and out of the Cemetery.</p> <p>c) if any of the tracks are approved, building them according to the principles for ecologically sustainable tracks in the OSAP and developing an MOU with users for maintenance of the tracks and protection of the surrounding areas.</p>	N	-
<p>4. Monitor and continue to close and disestablish illegal track building to manage the environmental effects and effects on other recreational users.</p>	E	ongoing
<p>5. Investigate with the Te Araroa Trust the potential to develop walkway information and signage to ensure walkway travellers are aware of the opportunity to visit the unique and nationally significant Otari-Wilton’s Bush as a side trip (see <i>Open Space Access Plan 2016</i>, Action 4.1; and Wellington Botanic Gardens Management Plan 5.4.4.)</p>	E	3-5 yrs
<p>6. Encourage free exploration of the Kilmister Tops, where there are few formed tracks, to provide a more remote tramping-type opportunity and continue to investigate options for a future longer tramping route across private land beyond to the junction of Mākara Valley/ Tokerau Gorge Roads (as proposed in the <i>Open Space Access Plan 2016</i>⁵⁶) or to British Peak. To date, no viable options have been found for this proposal but opportunities may yet arise.</p>	E	ongoing
<p>Entrances, facilities and way finding</p>		
<p>7. Investigate the potential for improving entrance facilities, particularly additional parking, along or at the end of on the Transpower access road beyond Chartwell Drive .</p>	N	1-3 yrs
<p>8. Continue to update the wayfinding signage to help guide users on the track network, clearly marking the major track routes and the tracks that are closed to certain types of use, particularly at major track junctions along the ridge, and</p>	E	ongoing

⁵⁵ As proposed in the ‘Wild Side of Karori Park’ plan 2015.

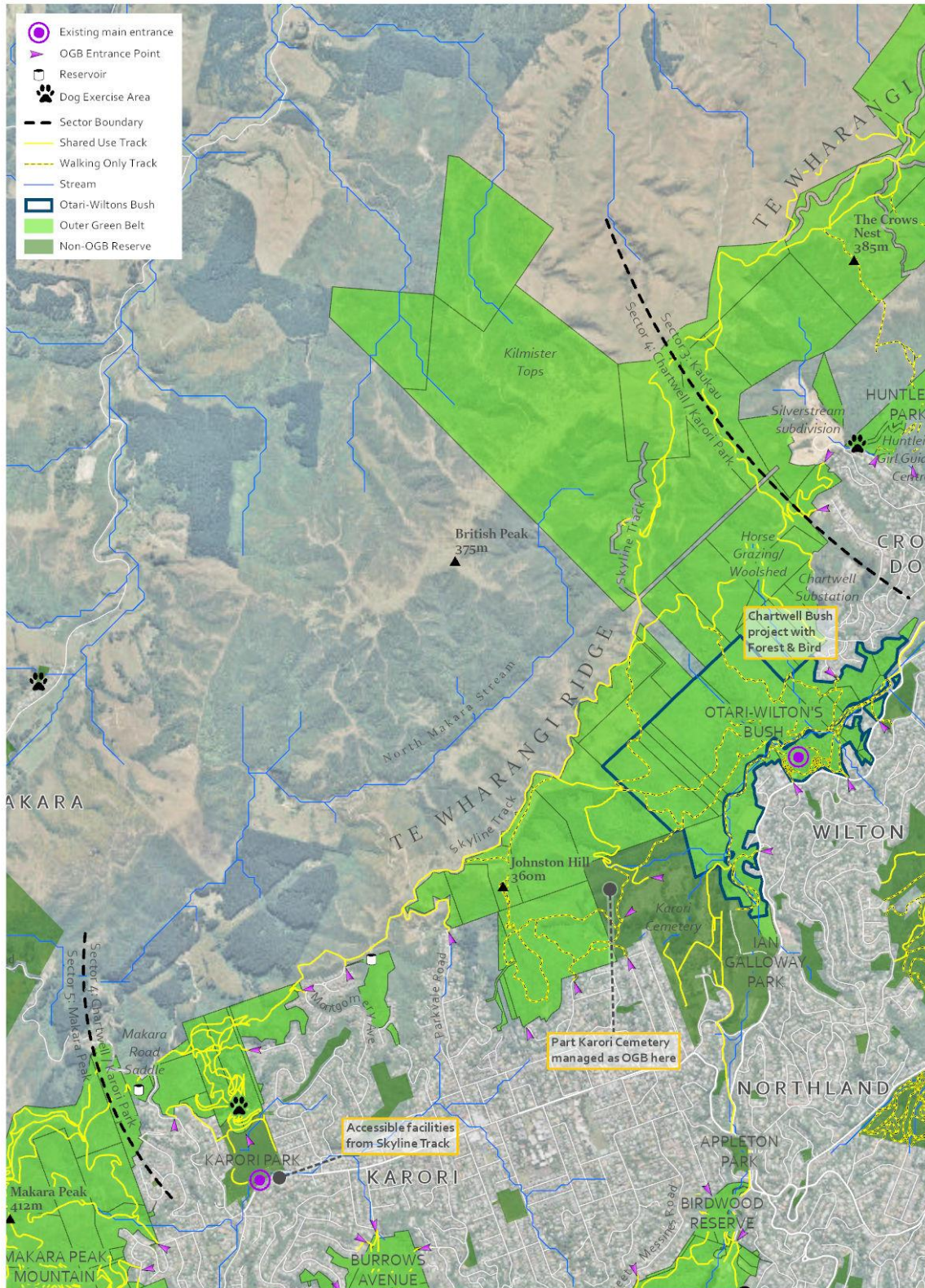
⁵⁶ *Open Space Access Plan 2016*, Sector 4 map

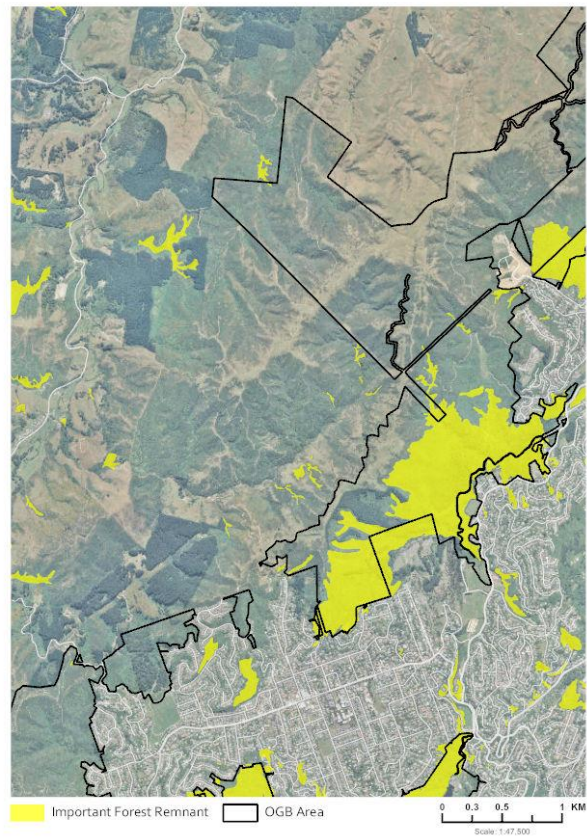
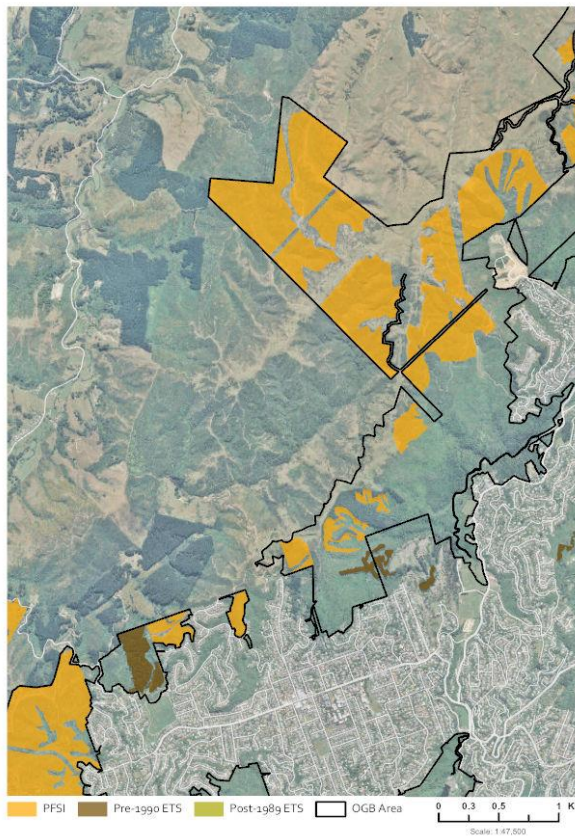
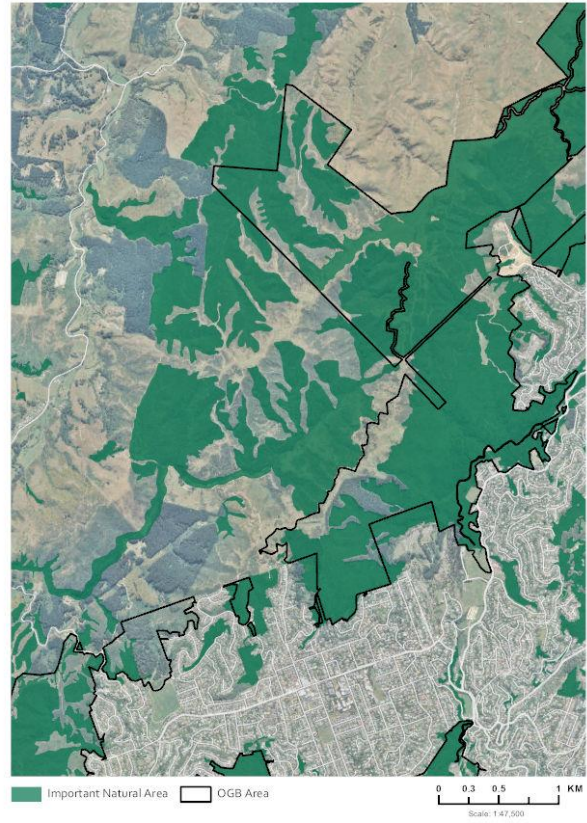
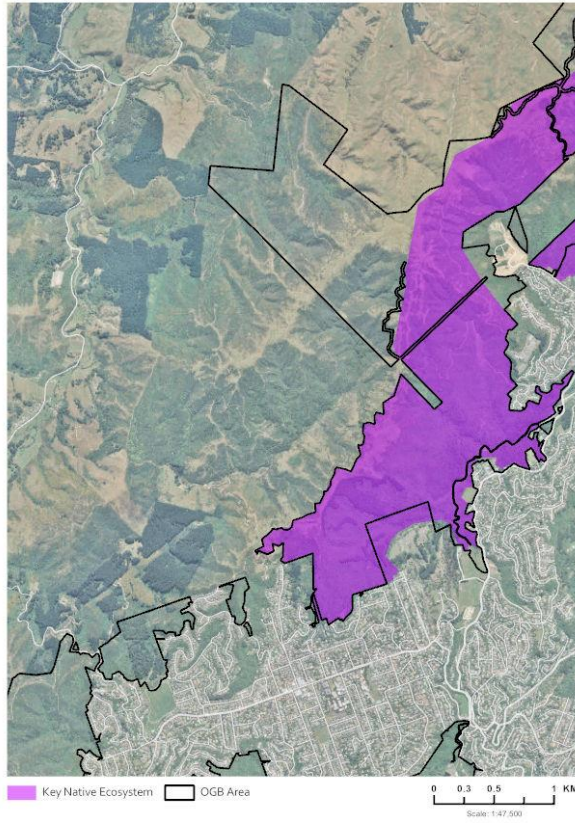
installing new or updated map boards where needed at key locations.		
9. Amend and add signage, where required, to emphasise that tracks in Otari-Wilton's Bush are closed to bikes, and that dogs must be on a leash in order to protect vulnerable wildlife.	E	ongoing
10. Develop additional signage and online track information to direct Skyline Track users to the facilities at Karori Park and the option of an alternative route direct to Wrights Hill for walkers who prefer not to walk through the bike-prioritised Mākara Peak Mountain Bike Park.	E	ongoing
11. Investigate a safe crossing of Mākara Road, taking into account the needs of walkers, runners and bike riders and the options for improving the safety and provision of parking in the available space (see Management Sector 5 also).	E	1-2 yrs
Way finding		
12. Continue to update the wayfinding signage to help guide visitors on the track network, including: <ul style="list-style-type: none"> a) clearly marking the Skyline Track and the two alternative routes it takes in the Karori Stream Valley (see Management Sector 5); b) non-shared use tracks. 	N	Ongoing
Dog walking		
13. Reinforce the messaging in this sector that dogs must be kept on a leash everywhere other than in dog exercise areas (see Rules section) to minimise the	E	ongoing

risk of dogs adversely affecting other users' enjoyment, and interfering with grazing stock or vulnerable native wildlife.		
6.4.2.6. Community		
Work with neighbours		
1. Consult the iwi owners of land block Otari A No 5 Blk VI Port Nicholson SD WN19C/1300 when the owners wish to.	N	ongoing
2. Continue to encourage and support neighbouring landowners to participate in local pest animal management / weed control / restoration planting on their land, especially where it will help protect streams or important native bush remnants or adjoins the Wellington Western Forests Key Native Ecosystem.	E x	ongoing
3. Develop and maintain good working relationships with landowners where public walkways cross their land. Ensure the public are made aware they are crossing private land and that the landowner is advised of any track management activity.		

Sector 4: Chartwell / Karori Park - Current

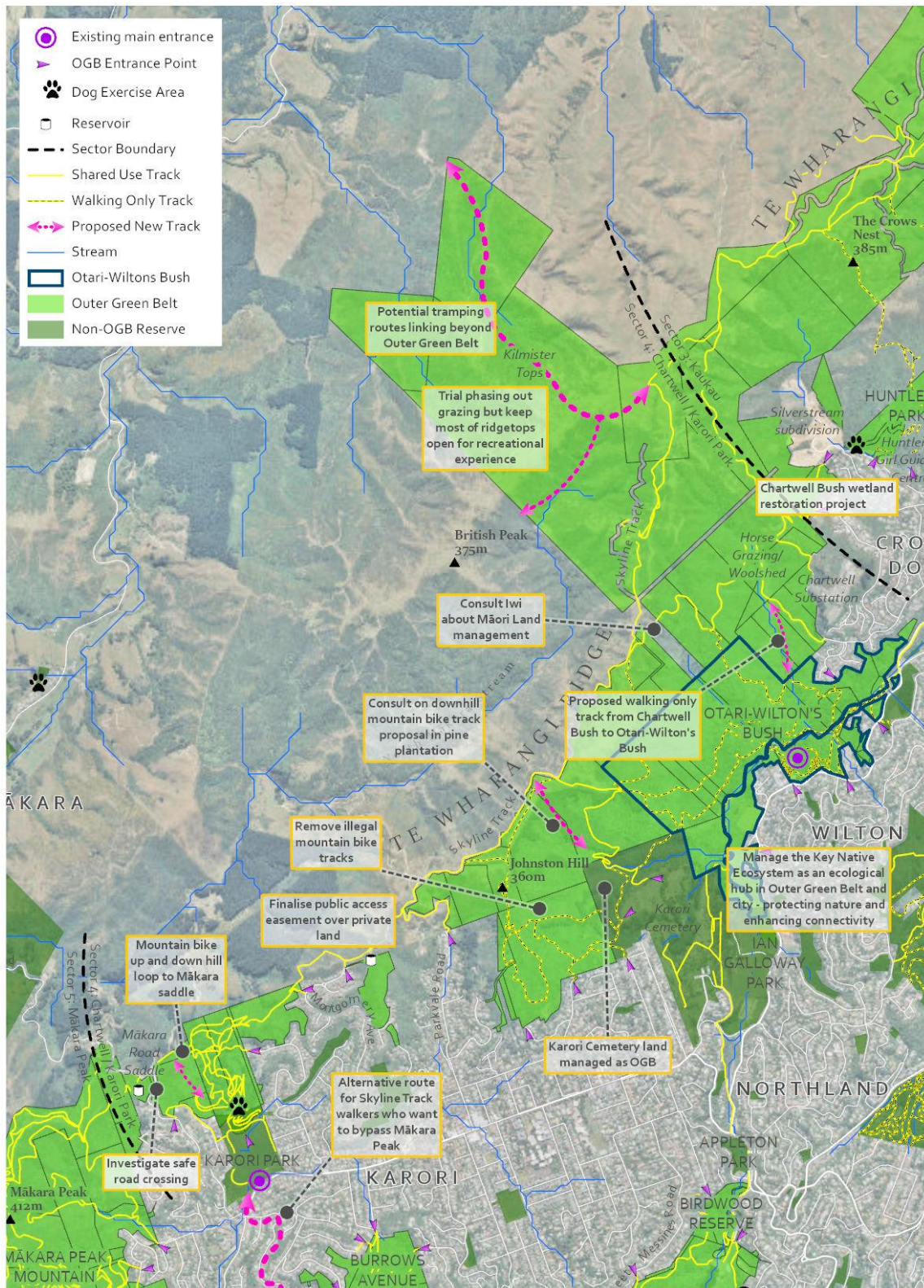
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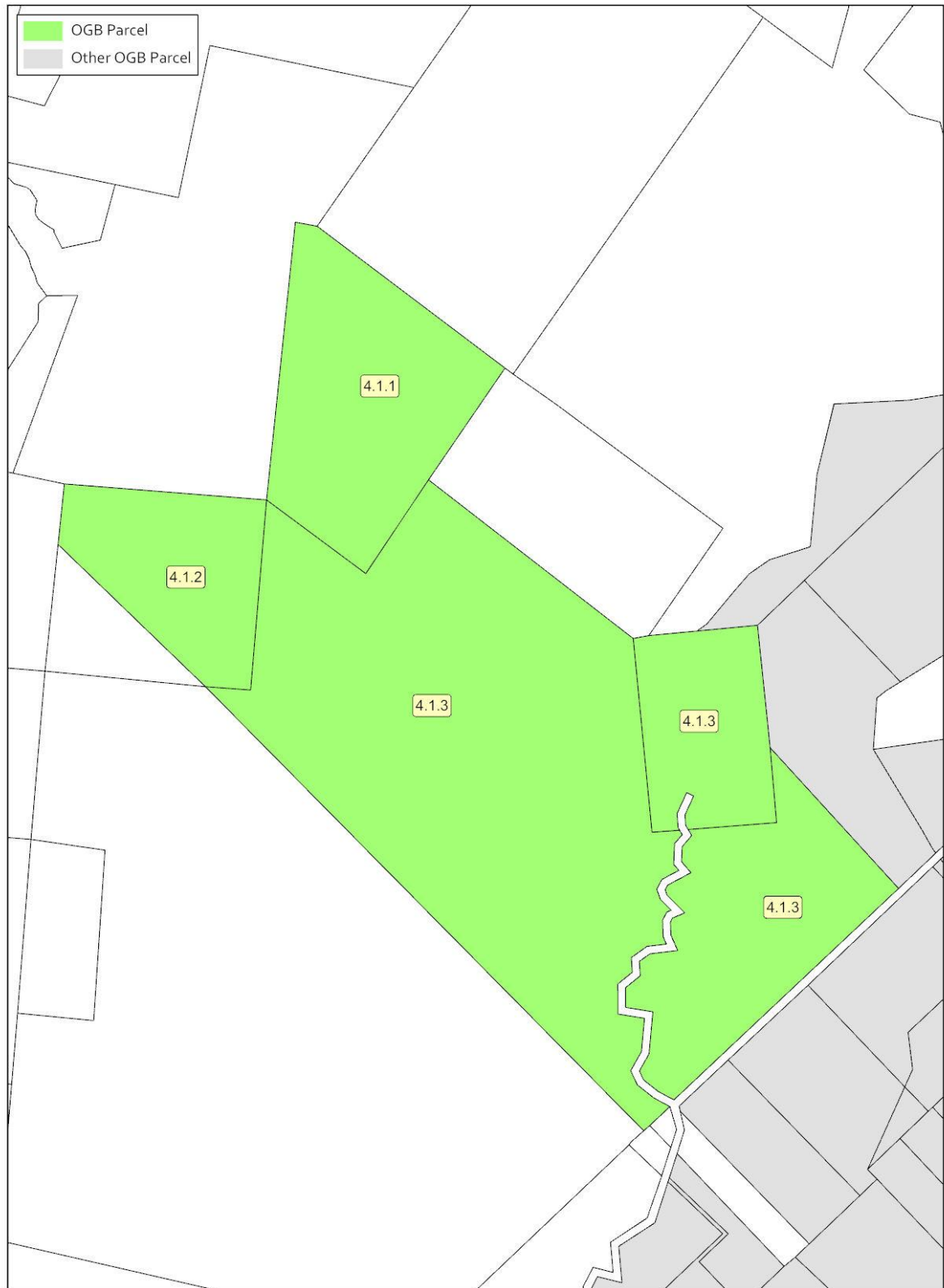
Sector 4: Chartwell / Karori Park - Future Initiatives

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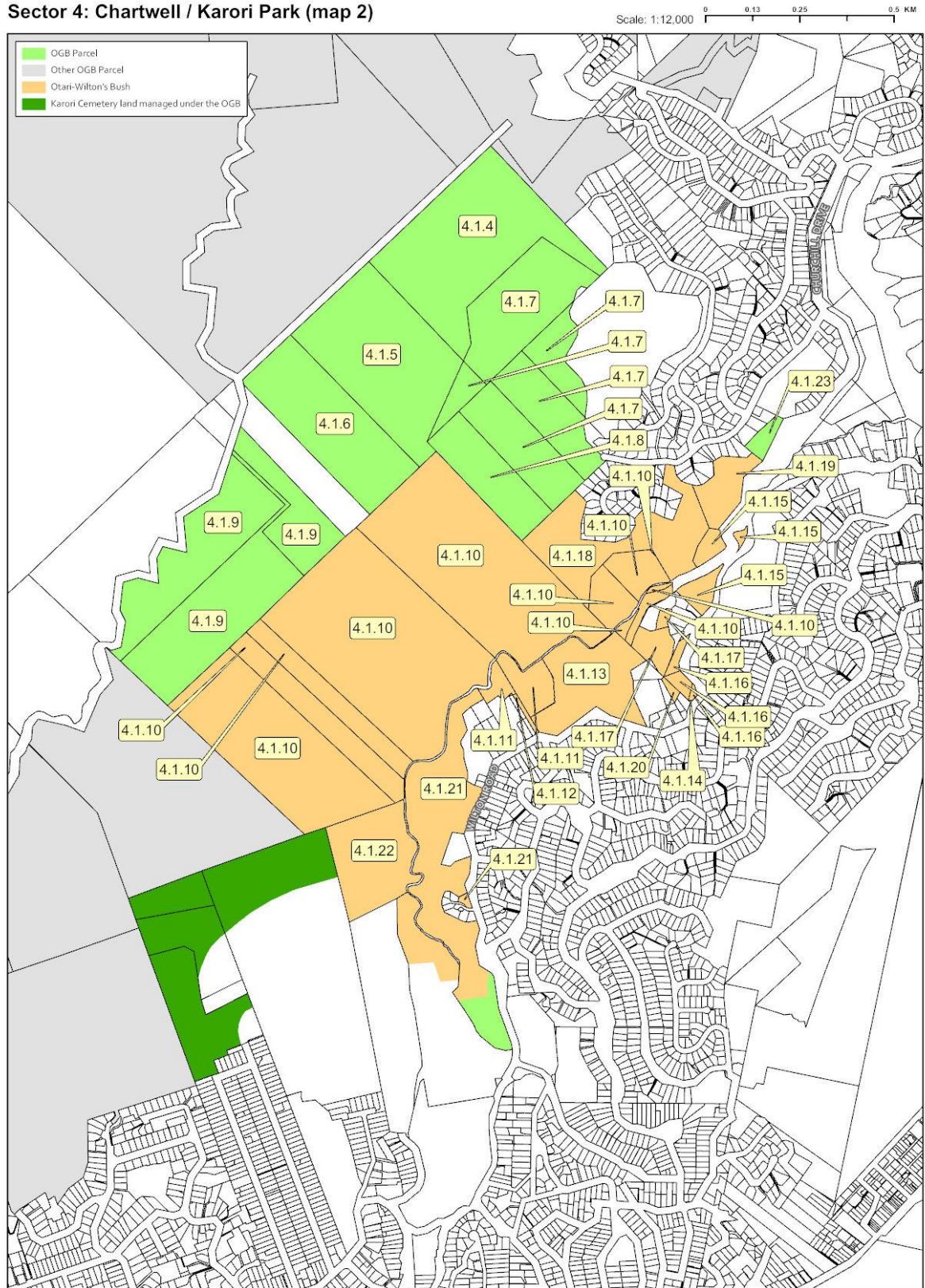
Sector 4: Chartwell / Karori Park (map 1)

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Management Sector 4: Chartwell / Karori Park: land title schedule (Map 1)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Kilmister Tops	4.1.1	2342	Sec 54 Makara a District		31.97 ha	Not Classified		Open Space B	New addition since 2004	Proposed Classification of Scenic Reserve (b)
	4.1.2	2342	Lot 1 DP 5398		18.07 ha	Not Classified		Open Space B	New addition since 2004	Proposed Classification of Scenic Reserve (b)
	4.1.3	2342	Secs 54,56, Pts Sec 52 & 58 Makara District shown as part of the land on Plan A3196 & Lot 1 DP5398	287/283	194.5147 ha	Not Classified		Open Space B	The land is held as Council owned freehold land, it has no reserve status. The old Maori Ohariu/Thorndon Track also crosses over this land. Transpower have a current access agreement with WCC over this land to access their utilities, dated 21/8/2000.	Proposed Classification of Scenic Reserve (b)

Sector 4: Chartwell / Karori Park (map 2)

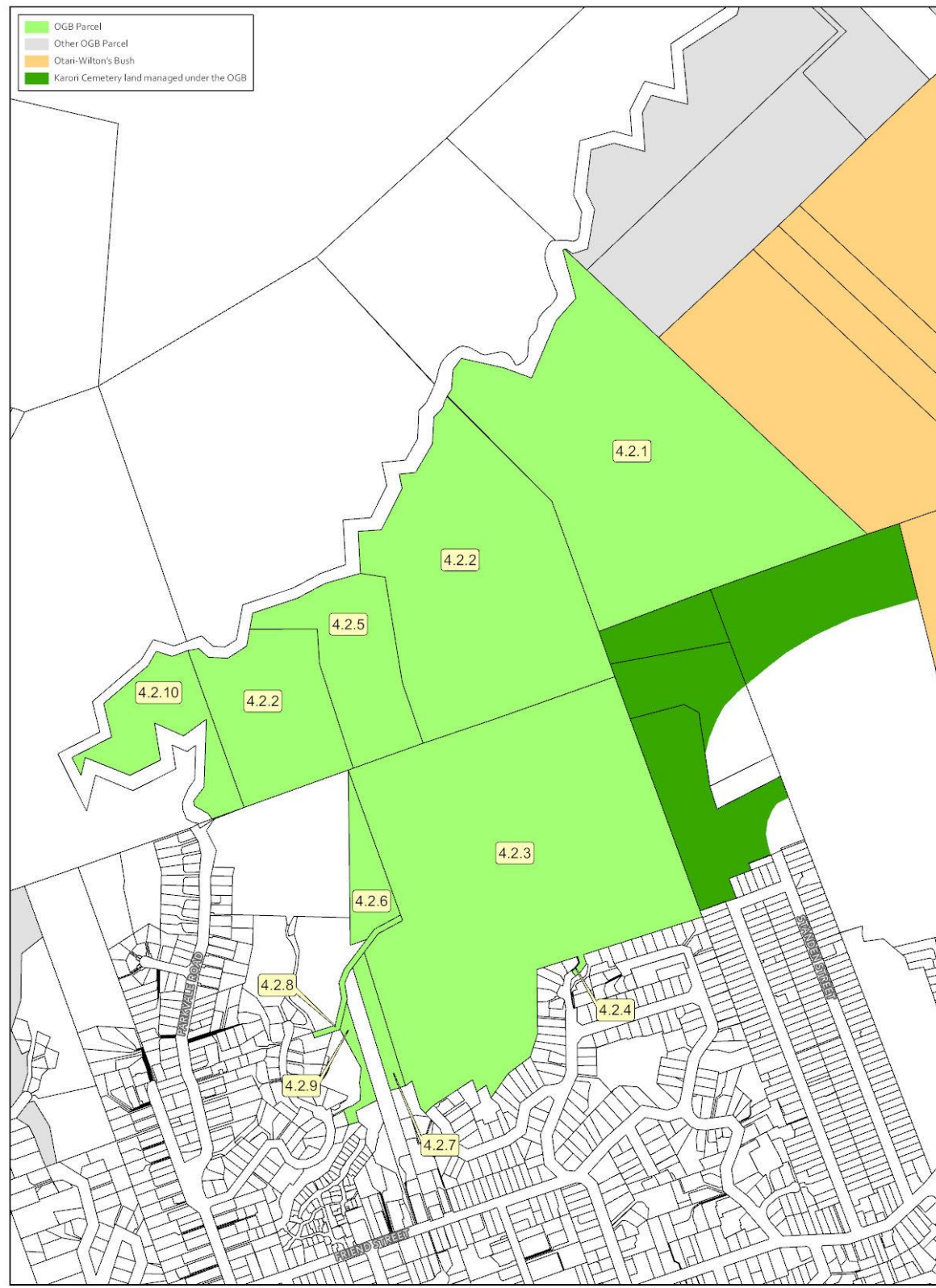


Management Sector 4: Chartwell / Karori Park: land title schedule (Map 2)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
	4.1.4	2342	A2 Otari Block	94/29	20.1103 ha	Scenic Reserve(b)	NZG No.54 May2013	Open Space B	The district plan maps show transmission lines crossing this land. The land is held as Council owned freehold land, it has no reserve status. Transpower have a current access agreement with WCC over this land to access their utilities, dated 21/8/2000.	
	4.1.5	2342	Pt A3 Otari Block	115/275	12.8892 ha	Scenic Reserve(b)	NZG No.54 May2013	Conservation	Transpower have a current access agreement with WCC over this land to access their utilities, dated21/8/2000.	
	4.1.6	190	A4 Otari Block	19C/1301	8.6122 ha	Scenic Reserve	NZ Gazette1998/68	Conservation		
Otari Conservation Area	4.1.7	Crown owned land, managed by WCC owned by DOC	Pt Otari A2 & A3, Pt Lots VI & VII Kaiwharawhara District, Pt Sec 1SO 35925	WUFI 1886553/4	17.8447 ha	Recreation reserve	NZ Gazette No 40, p. 11658/4/2010	Part Open Space B and Part Conservation	Controlled and managed by WCC. Transpower have a current access agreement with WCC over this land to access their utilities, dated 21/8/2000.	
Otari Conservation Area	4.1.8	Crown owned land, managed by WCC owned by DOC	Pt Lot VII Kaiwharawhara District.	WUFI 1886553	4.2596 ha	Scenic Reserve	NZ Gazette No 40, p. 11658/4/2010	Conservation	Controlled and managed by WCC. Transpower have a current access agreement with WCC over this land to access their utilities, dated 21/8/2000.	
	4.1.9	3135	Sec 1 SO 380170, Sec 2 SO 380170Otari A7	WN110/272	20.235 ha	Scenic Reserve	NZGZ 2013, p3955	Conservation		
Otari Native Botanic Garden	4.1.10	549	Subdivision1,2,3, 4, and 5 of Lot IX, Otari Block, Pt Lots VI, VII and VIII and Pt Sec 2, Kaiwharawhara District, S.O. Plans 15345 and	255/167	57.7689 ha	Scenic Reserve	NZ Gazette1998/68	Conservation		
	4.1.11	549	Pt Lot 1, Plan A/2512,	176/113	1.4113 ha	Scenic Reserve	NZ Gazette1982/41 12	Part Conservation and Part Open Space A		
	4.1.12	549	Lot 3, DP 3647	248/171	0.1209 ha	Scenic Reserve	NZGZ 1982/4112	Conservation		
	4.1.13	549	Pt Sec 1Kaiwarawhara District and Lot 1, Plan A/2216	Part of CT158/218	5.0796 ha	Scenic Reserve	NZGZ 1982/4112	Part Conservation and Part Open Space A	Purchase ex-Chapman Estate (1925). Originally 5.362 ha. 0.2825 ha to the Wilton Bowling Club. CT 158/218 consists of 5.362 ha. 5.0796 ha of this land is Scenic reserve, NZGazette1982/4112 (Otari), Part 0.2825 ha Recreation Reserve(Wilton Bowling Club), NZ Gaz 1992/2530.	
	4.1.14	549	Pt Sec 12Kaiwharawhara district.	D1/76	0.0033 ha	Scenic Reserve	NZGZ1982/4112	Conservation		

Management Sector 4: Chartwell / Karori Park: land title schedule (Map 2 cont'd)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
	4.1.15	549	Lot 1 DP 27801	5A/1080	0.5413 ha	Scenic Reserve	NZ Gaz1982/4112	Conservation		
	4.1.16	549	Lots 1 and 2 DP25475 and PISec12KaiwharawharaDistrict	D1/75	0.5929 ha	Scenic Reserve	NZ Gaz1982/4112	Conservation		
	4.1.17	549	Lot 2 DP 30270	6D/1259	0.9247 ha	Scenic Reserve	NZGZ 1982/4112	Conservation		
	4.1.18	549	Lot 54 DP 46309	20D/1093	6.5500 ha	Scenic Purposes	NZGZ 1998 p 68	Conservation		
	4.1.19	549	Lot 1 DP 32083	20D/1094	1.8234 ha	Scenic Reserve	NZGZ1982/4112	Conservation		
	4.1.20	549	Lot 3 DP 77941	44C/557	0.1201 ha	Scenic Reserve		Conservation		
Wilton's Bush Reserve part Ina Galloway Park	4.1.21	118	Lot 5 DP64470 and Lot9 DP84537	52A/734	9.8743 ha	Recreation Reserve		Open Space B		Reclassify as part scenic reserve and leave remaining of Ian Galloway Park Recreation Reserve
	4.1.22	118	Lot 6 DP 64470	33C/886	5.2300 ha	Scenic Purposes(a)		Open Space B		
	4.1.23		Lot 6 DP 88337	WN55B/594	0.5099 ha	Scenic Reserve		Outer Residential		Rezoned Conservation

Sector 4: Chartwell / Karori Park (map 3)

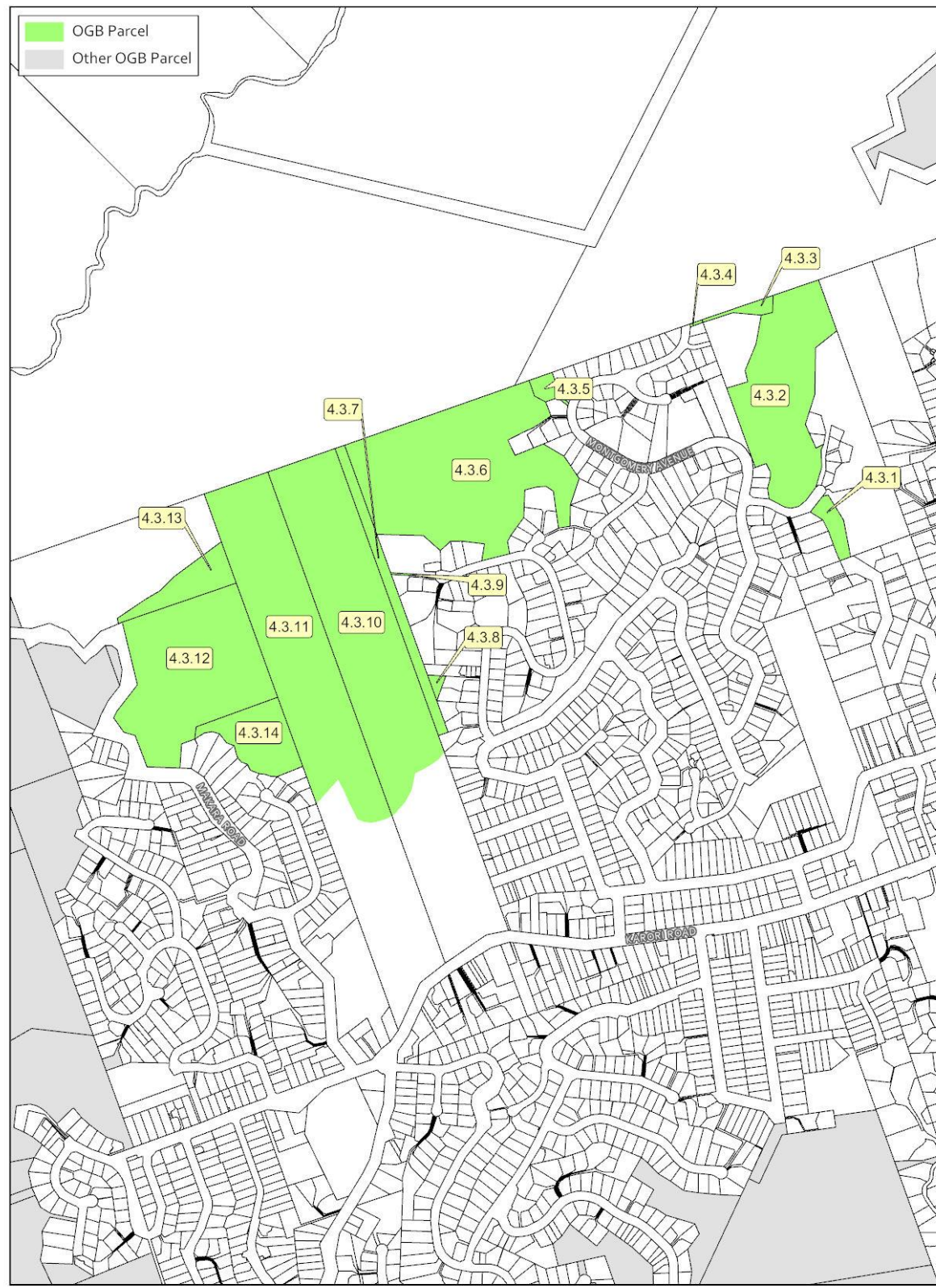
Scale: 1:8,000 0 0.07 0.15 0.3 KM



Management Sector 4: Chartwell / Karori Park: land title schedule (Map 3)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Johnston Hill Scenic Reserve	4.2.1	3135	Sec 3 SO 380170	WN341/239	20.897 ha	Scenic Reserve	NZ Gazette2013/3955	Conservation	New addition since 2004	
	4.2.2	3135	Pt Sec 57 Karori District	WNE1/32	20.838 ha	Scenic Reserve	NZ Gazette2013/3955	Rural	New addition since 2004	Rezone land Open Space or Conservation
	4.2.3	472	Pt Lot 1 DP12348	488/4	26.9875 ha	Scenic Reserve	NZ Gazette1989/4485	Open Space B	Johnston Hill Reserve is Crown owned land (Conservation) but WCC was granted authority to control and manage under Gazette notice 1941/3755 & subsequent gazette notices1957/588, 1953/1740 & 1957/588 confirmed as Domain to be administered by WCC – as Johnston Hill Domain Board. It was then gazetted as Scenic Reserve Gaz 1989/4485. The appointment of WCC to control and Manage the land (NZ Gaz1941/3755 is not registered on CT 488/4, this needs to be actioned.	
	4.2.4	472	Lot 10 DP 35300	18A/857	0.0045 ha	Scenic Reserve		Open Space B	Narrow access strip at the end of Hauraki Street.	
	4.2.5	472	Lot 1 DP 18143	1191117	4.6127 ha	Scenic Reserve	NZ Gazette1989/4485	Open Space B	This part of Johnston Hill Reserve is Crown owned land (Conservation) but WCC was granted authority to control and manage under Gazette notice 1957/588 as a Public Domain, to be administered by WCC – as Johnston Hill Domain Board. It was then gazetted as Scenic Reserve Gaz 1989/4485. This land has no current CT, it may be useful to have a CT issued, with all the relevant Gazette references included.	
	4.2.6	472	Sec 61 Karori District	No CT	1.3517 ha	Scenic Reserve	NZ Gazette1989/4485	Open Space B	This part of Johnston Hill Reserve is Crown owned land (Conservation) but WCC was granted authority to control and manage under Gazette notice 1957/588 as a Public Domain to be administered by WCC – as Johnston Hill Domain Board. It was then gazetted as Scenic Reserve Gaz 1989/4485. This land has no current CT, it may be useful to have a CT issued, with all the relevant Gazette references included.	
	4.2.7	472	Lot 1 DP 14695	No CT	0.6416 ha	Scenic Reserve	NZ Gazette1989/4485	Open Space B	This part of Johnston Hill Reserve is Crown owned land(Conservation) but WCC was granted authority to control and manage under Gazette notice 1957/588 as a Public Domain to be administered by WCC – as Johnston Hill Domain Board. It was then gazetted as Scenic Reserve Gaz 1989/4485. This land has no current CT, it may be useful to have a CT issued, with all the relevant Gazette references included.	
	4.2.8	472	Pt Sec 37 Karori	20B/1256	0.4510 ha	Scenic Reserve(b)	NZ Gazette No.54, 9 May 2013	Open Space B	This part of Johnston Hill Reserve is Crown owned land (Conservation) but WCC was granted authority to control and manage under Gazette notice 1957/588 as a Public Domain to be administered by WCC – as Johnston Hill Domain Board. It was then gazetted as Scenic Reserve Gaz 1989/4485. This land has no current CT, it may be useful to have a CT issued, with all the relevant Gazette references included.	
	4.2.9	3720	Lot 2 487870	698665	0.3996 ha	Not Classified		Open Space B		Proposed Classification as Scenic Reserve (b)
	4.2.10	3135	Sec 4 SO 380170	WN341/174	3.301 ha	Scenic Reserve	NZ Gazette2013/3955	Rural	New addition since 2004	Rezone Open Space B

Sector 4: Chartwell / Karori Park (map 4)

Scale: 1:8,000 0 0.07 0.15 0.3 KM



Management Sector 4: Chartwell / Karori Park: land title schedule (Map 4)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Alanbrooke Place, Montgomery Ave	4.3.1	1983 & 1985	Lot 4 DP 66392	40D/665	0.3324 ha	Scenic Purposes(b)	GN 9561291.3	Open Space B	Appurtenant hereto are the rights of way in Easement Certificate B086316.3 (subject to section 309(1)(a) Local Govt. Act 1974). Easement certificate B086316.3 pursuant to Section 90A And Act 1952. Right of way (subject when created to Section 309(1)(a) Local Government Act 1974) Grant of Telecommunications Easement in transfer B.216594.3 (subject to Section 309(1)(a) Local Government Act 1974).	
	4.3.2	1983 & 1985	Lot 1 DP 71465	40D/666	4.2560 ha	Scenic Purposes(b)	GN 9561291.3	Open Space B	Appurtenant hereto are the rights of way in Easement Certificate B086316.3 (subject to section 309(1)(a) Local Govt. Act 1974). Easement certificate B086316.3 pursuant to Section 90A And Act 1952. Right of way (subject to Section 309(1)(a) Local Government Act 1974).	
	4.3.3	1983 & 1985	Lot 9 DP 71940	39B/165	0.1706 ha	Local Purpose(Reservoir) Reserve	Vested on deposit of Plan 71940	Open Space B	The within land has no frontage to a legal road. Appurtenant hereto are the rights of way in Easement Certificate B086316.3 (subject to section 309(1)(a) Local Govt. Act	
	4.3.4	1285	Lot 3 DP 67708	43C/551	0.0115 ha	Local Purpose(Reservoir)		Open Space B		
	4.3.5	1285 & 2000	Lot 42 DP 67707	43C/553	0.1882 ha	Local Purpose(Reservoir)	GN 9561291.3	Open Space B		
Skyline Reserve	4.3.6	1285 & 2000	Lot 1 DP 67709	43C/552	7.3672 ha	Scenic Reserve	GN 9561291.3	Open Space B		
	4.3.7	552 & 553	Lot 76 DP 9628	416/51	0.9611 ha	Recreation Reserve	NZ Gazette 1989/4479	Open Space B		Propose re Classifying as Scenic Reserve b
	4.3.8	552 & 553	Lot 3 DP 68825	1095039	0.0705 ha	Scenic Reserve	GN 9561291.3	Open Space B	This triangular lot is bush covered	
	4.3.9	552 & 553	Lot 204 DP49090	35B/303	0.0232 ha	Local Purpose(park access)		Open Space B	Access strip to Percy Dyett Dr.	
	4.3.10	552 & 553	Pt Sec 41 Karori District	153/281	11.0474 ha	Recreation Reserve	NZ Gazette 1989/4479	Part Open Space B & Part Open Space A	Electricity easement over part of the land in favour of Capital Power Ltd, B.435402.1 transfer.	Survey into two lots - the upper lot to be re Classified Scenic Reserve (b) as part of the Outer Green Belt. The lower lot to retain existing status and not subject to the Outer Green Belt Management Plan.
	4.3.11	552 & 553	Pt Sec 41 Karori District	153/97	11.0492 ha	Recreation Reserve	NZ Gazette 1982/4482	Part Open Space B & Part Open Space A		Survey into two lots - the upper lot to be re Classified Scenic Reserve (b) as part of the Outer Green Belt. The lower lot to retain existing status and not subject to the Outer Green Belt Management Plan.
	4.3.12	3126	Sec1 So 387497	WN23A/348	5.4632	Scenic Purposes(b)	NZGZ 2013/3955	Open Space B	New addition since 2004	
	4.3.13	552	Lot 3 DP 53185	23A/348	0.8993 ha	Scenic Purposes(b)	GN 9561291.3	Open Space B		
	4.3.14	1955	Sec 3 SO387497	366575	1.3430 ha	Scenic Purposes(b)	GN 9561291.3	Open Space B	Subject to the Reserves Act 1977, subject to Part IV A of the Conservation Act 1987. Electricity easement over part of land, marked "A" on DP 79837 in favour of Capital Power Ltd.	

6.5 SECTOR 5: MĀKARA PEAK



Key features / values:

- MākaraPeak (412 m asl) a rugged landmark in Karori.
- World-class, nationally recognised mountain biking destination.
- More than 35 kilometres of cross country mountain-bike-priority tracks.
- Community-led bike park / forest restoration project.
- Part of the continuous Skyline Track route.
- Significant further development planned.

Local communities: Karori, Mākara

Local community volunteer activities include: track maintenance and building, animal pest control, restoration planting

6.5.1 OVERVIEW

Sector 5 (342.4 ha) extends south from MākaraRoad, taking in the MākaraPeak Mountain Bike Park and contiguous Council-owned land further south in the Karori Stream Valley, which is currently designated for waste water treatment. This latter parcel of land has been added to the Outer Green Belt as part of this management plan review. Note: the term ‘MākaraPeak’ is being used in this plan instead of the official name, ‘Makara Hill’, because it is the more commonly used name now, which most people recognise.

6.5.1.1. Mākara Peak Mountain Bike Park

The mountain bike park is managed under the 10-year *MākaraPeak Mountain Bike Park Master Plan 2017*, which comes under this over-arching Outer Green Belt Management Plan. Therefore, only the main features in the master plan are summarised here and readers wanting more detail are referred to the master plan itself, which is available online.

The mountain bike park was established in 1998. Since then it has been developed collaboratively by the Council and MākaraPeak Supporters Group. The combined mountain biking facility and nature conservation and restoration is a point of difference. By 2017, some 35 km of mountain biking priority tracks had been developed and 35,000 native seedlings planted, much of it by volunteer effort. MākaraPeak has become a regionally significant mountain bike destination offering a world-class mountain biking experience for riders of different skill levels and experience, though mainly

geared for the intermediate-advanced grades of rider. The area's development has paralleled steady growth in the mountain biking market and increasing demand for mountain biking opportunities.

The master plan was developed to plan for mountain biking growth and sustain the park's status as a world-class local and regional mountain biking destination whilst also addressing existing issues and ensuring the principles of long-term sustainability are clearly articulated. Its objectives, developed through engagement with key stakeholders, are in brief: to be a regionally significant mountain biking facility and key component of the regional track network; to have tracks and facilities of a scope, scale and nature compatible with the regional status; to ensure adequate ongoing resourcing and funding; and to tell the story of the ecological context and conservation efforts alongside the signage and track development.

The main proposals are:

- *Sustainability framework*: The framework sets out principles and objectives to ensure ongoing community benefits, landscape benefits, ecological restoration and increased biodiversity, relationships with iwi, and consistent management guidelines to achieve high standards and minimise impacts.
- *Governance*. The partnership between the Council and Supporters will continue, formalised under a renewed Memorandum of Understanding, and with a series of clear governance frameworks covering the key threads of management and development. Responsibilities for implementing the master plan are also set out under the auspices of a 'park manager' role, which could be undertaken by one or more people.
- *Track network*: developed to offer a mainly cross-country experience with a wide range of route itineraries and loops appropriate for a regional facility including:
 - catering for novice, intermediate and advanced riders, especially for medium to advanced riders, who are the majority, and comparatively little for the technical grade-5 riders;
 - achieving a track system that users will find easier to understand, aided by upgraded way-finding;
 - better integrate the existing under-used tracks and develop new tracks in the southwest and north areas;
 - enhanced access from the north, including a safe at-grade Mākara Road crossing, connecting to the Skyline Track and an enhanced loop track system centred on Karori Park;
 - strengthened links to Wrights Hill and the south coast through the Outer Green Belt;
 - eventually eliminate two-way sections of track.
- *Entrances and access*: the main entrance/carpark on South Karori Road will continue to be the central hub but improved and expanded to increase its capacity. The other secondary entrances from local streets will remain to offer more route choices for locals especially, but not expanded.
- *In-park visitor facilities*: the master plan also proposes developing facilities within the park, mindful of providing for a range of visitors with varying degrees of experience and fitness over a track network that can take users to relatively remote and exposed places. Proposals include dedicated rest/picnic areas at nodes and destinations in the network; possible emergency shelters at key points, and the provision of drinking water at the Mākara Peak summit.
- *Ecological restoration* is to continue alongside the track development.

6.5.1.2. Land administration

Scenic reserve rather than recreation reserve classification is considered appropriate in this sector, even though the area is managed as a mountain bike park. The park track network is being developed in parallel with nature conservation and restoration. In the long term native forest cover will be restored and the track network will enable the public to use and enjoy the restored scenic and natural values.

The Council owns an area of approximately 106 ha down South Karori Road, which is currently designated for waste water treatment. Only a small proportion is required for this purpose, being the Council's Western Waste Water Treatment Plant, access road and the corridor that carries the sewer main into the treatment plant and the treated waste water out of it. It is proposed to reclassify most of the land as scenic reserve and manage it as part of the Outer Green Belt. The land containing the waste water treatment infrastructure and any other areas for future infrastructure needs will be surveyed off and will continue to be managed for wastewater purposes. The area of proposed reserve land is former farmland covered in regenerating scrub and secondary native forest, and includes some kanuka/manuka forest on the east side of the Karori Stream with high natural value, which will usefully connect to Long Gully Reserve and Zealandia beyond. Most of the area is registered as a permanent forest sink and it will be managed as part of the wider Outer Green Belt ecological corridor, with the west side potentially added to the mountain bike park.

There are other utility uses on Mākara Peak also; transmission lines, a telecommunication tower near the summit and a water reservoir close to Mākara Road saddle. The utility operators have access to maintain their infrastructure.

6.5.1.3. Nature

This was once pastoral farmland, cleared of native forest except for some remnants at the south end and in steep gullies, but has not been grazed for many years. The succession of the former pasture to scrub (mainly gorse and Darwin's barberry) to secondary forest has been aided by restoration planting and pest animal control largely carried out by volunteers. Today the regenerating scrub and native forest includes mapou, kamahi, tawa, porokaiwhiri (pigeonwood), rewarewa, hinau and nikau (planted). The recently added areas of kanuka/manuka forest on the east side of the Karori Stream are valuable as they often have higher species diversity than other shrublands e.g. the presence of ground orchids. An interesting feature of the flora on Mākara Peak are some hillsides where tree ferns and astelias are prominent, which is also seen at Te Kopahou, perhaps reflecting more a shared coastal influence in these two areas.

The ecological restoration outlined in the *Mākara Peak Mountain Bike Park Master Plan 2017*, is aligned with the conservation and ecological aspirations in this Outer Green Belt Management Plan and *Our Natural Capital*. Activities will include ongoing pest animal control, stabilising and replanting disturbed ground as soon as possible, and continuing with restoration planting to assist natural regeneration and diversify species. The restoration planting is doing well and Mākara Peak promises to be another hub in the Outer Green Belt ecological corridor in future, well aligned with the Capital Kiwi programme of predator control and future kiwi reintroduction in the Terawhiti / south Makara rural area to the south and west.

Most of Mākara Peak is registered as a permanent forest sink. The developing vegetation cover is also helping to protect the upper catchment of tributary streams to Karori Stream. Karori Stream is badly polluted from the urban area of Karori, which makes maintaining the health and water quality of the tributary streams even more important.

6.5.1.4. Landscape and land use

Mākara Peak is the dominant landform and landmark at the south end of Karori, rising to an elevation of 412 m asl. It is a steep landscape covered mainly in regenerating scrub and native forest. The skyline is mainly clear of structures except for a telecommunications tower close to the summit and transmission pylons that cross on the south flank. Although the track network is extensive, it has little visual impact from Karori as it is increasingly concealed by the advancing vegetation.

The landscape experience within Mākara Peak itself is changing. Tracks lower down the flanks and in gullies are becoming more sheltered and enclosed by vegetation. High up on the more rugged exposed tops, the vegetation is still low and wind-shorn, allowing visitors to experience the exhilarating climatic extremes and the spectacular 360° views, across the Mākara windfarm to the Marlborough Sounds and Kaikoura Ranges of the South Island as well as Wellington's city, harbour

and mountains beyond. In future, popular viewpoints will need to be kept clear as the forest restoration and regeneration progresses. Recreation and access

Walkers and runners in the mountain bike park

All tracks in the mountain bike park are prioritised for mountain biking use (*Open Space Action Plan 2016*), meaning that walkers and runners on the shared tracks are expected to give way to bikers. Some of the tracks are further designated for downhill mountain biking use only for safety reasons. The master plan comments on the benefit of being a 'bike priority facility' without the challenges associated with other mixed-use areas in the open space network. Nevertheless, it also seeks to encourage other recreational users, including local residents, to use the park and participate in associated activities. So, it will be important to ensure the signage, information and way-finding clearly communicates user behaviour codes and directs non-bikers to the most suitable tracks for avoiding potential conflict.

At least one through-route – the Skyline Track – should be designated shared use (not bike priority) and clearly marked as such. While some Skyline Track walkers and runners might prefer to avoid the mountain bike park altogether (see alternative route proposed in Management Sector 4) the Skyline Track was conceived as a continuous route along the ridgetops of the Outer Green Belt and, so, it should traverse Mākara Peak and enable walkers to experience and appreciate the park's unique story as well as its regenerating natural values. A suitable route needs to be marked.

Events

Events are an important part of the value of the park and provide a significant benefit to the city. A balance needs to be struck between providing for general use and enjoyment and the ability to appropriately manage an event through partial or full closure of the park to the general public.

Toilets and water supply

An issue that isn't addressed in the master plan is the potential need to provide toilets within the park, as well as at the main entrance. As visitor numbers build, soiling could become a problem (as has happened at the Mt Kaukau summit) and, so, future options should be investigated. Closely related is the question in the master plan of how to reliably supply drinking water to at least the Mākara Peak summit to reduce risk of dehydration in unprepared riders.

Relationship with Karori Park

Two proposals in the master plan are related to Karori Park: (i) to look into the feasibility of creating a safe road crossing at the Mākara Road saddle, and (ii) to at the same time look into the feasibility of developing safe and sustainable linking tracks between Mākara Peak and Karori Park. Both these matters are relevant to the larger scale of the Outer Green Belt as follows.

- As noted in Management Sector 4, there have been issues in the 'wild side' of Karori Park with track proliferation and conflicts between different user groups. A plan⁵⁷ was commissioned to assist community consultation on these issues and the agreed initiatives are being implemented, including rationalisation of and closure of some tracks and better demarcation for different users. Mountain bike tracks (except for the existing grade 5 98DH track) are aimed at providing an easy trail for children and beginner riders, to complement the more advanced trails in the Mākara Peak Mountain Bike Park. However, the potential was noted for a new 'climb and descend' loop bike track to be developed from the beginners' trail to the Mākara Road saddle quite separately from the existing network in the 'wild side'. The development of such a new loop would be enhanced by a safe crossing at the top.
- The Skyline Track is a key continuous feature in the Outer Green Belt and, so, a safe road crossing at Mākara Road would be desirable for all walkers, runners and bikers on the route, as well as people specifically using the mountain bike park.

Outer Green Belt main entrance

Main entrances along the Outer Green are being planned at regular intervals, with toilet and drinking

⁵⁷ *The wild side of Karori Park, dog exercise and trail plan 2015*

water facilities (see general policy 4.5.2.4). In this sector a main entrance already exists on South Karori Road where the main entrance to the Mākara Peak Mountain Bike Park is located. Close by in Sector 4, Karori Park provides another main entrance which Skyline Track users can use via a short downhill detour. If toilets and/or water are provided at the Mākara Peak summit Skyline Track users could then choose to carry on to those facilities or take an alternative route through Karori Park.

Expansion of the mountain bike park / track network south

The master plan provides for the Mākara Peak track network to extend into the wastewater treatment facility land down South Karori Road. Most of that land is to become reserve (see 6.5.2.2), opening up opportunities to extend the existing track network further south, including finding an alternative to the existing Bail Out track on private land. A new shared track connection to the start of the proposed south coast link from the end of South Karori Road (*Open Space Access Plan 2016 (OSAP)*, 7.5) would open up a range of long distance walking, running and biking opportunities.

6.5.1.5. Community

The Council and Mākara Peak Supporters Group have developed a strong collaborative working relationship over time, which is formalised in a Memorandum of Understanding. The supporters group has also worked hard to develop a positive relationship with the Karori community and is keen to encourage participation in shared activities, including nature conservation and track work, as well as mountain biking. Mākara Peak is used by Karori residents quite compatibly for walking and dog exercise in off-peak biking times (e.g. mid-week) and/or by using the wider tracks more suited to shared use.

6.5.2 ACTIONS

N = new initiative; E = Existing; Ex = Expand existing

(Notes: (i) Some 'new' projects come within larger funded programmes but have not yet been started.
(ii) Implementation depends on budget allocations.)

6.5.2.1. Land administration		
Land status		
1. Survey off from the land designated for 'Wastewater Treatment Conveyance and Drainage Purposes' along South Karori Road all the land not required for the Council's waste water treatment infrastructure and reclassify it as scenic reserve (as proposed in Appendix III) to be managed as part of the Outer Green Belt reserves.	N	1-2 yrs
2. Initiate the process required to stop the legal road through Mākara Peak to facilitate its primary use for recreation.	N	3-5 yrs
3. Monitor progress with implementing the Makara Peak Master Plan including outcomes and impacts of initiatives as they are developed (for example the new entrance and car park facilities).		
6.5.2.2. Nature		
Caring for nature		
1. Protect and restore the biodiversity values of Mākara Peak by implementing the conservation and biodiversity policies in the master plan.	Ex	Ongoing
Streams		
2. Manage the tributary streams and potential effects on streams from track	E	ongoing

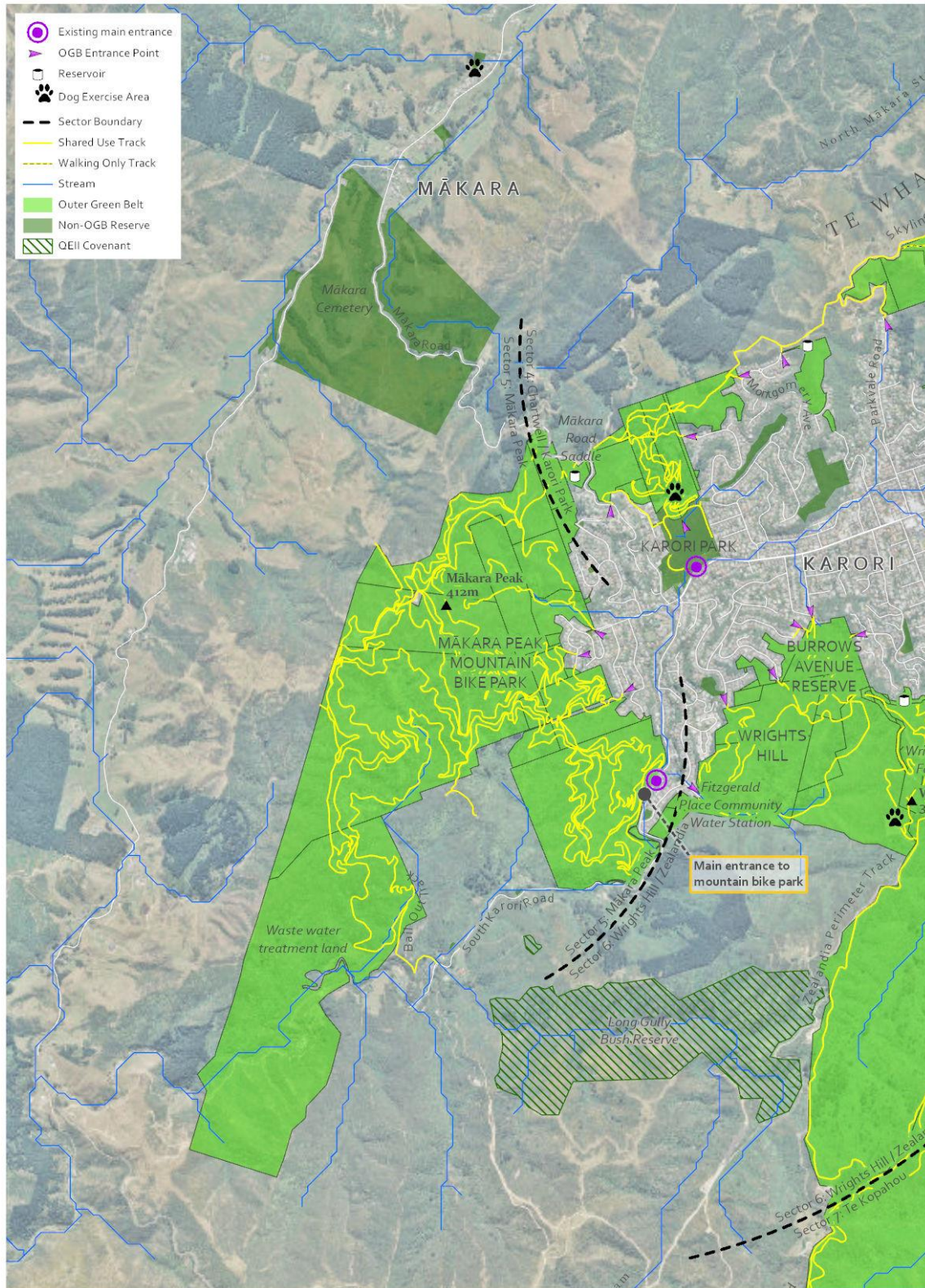
building and maintenance activities within this sector in accordance with the 'waterways and receiving environments' approach outlined on in the <i>Mākara Peak Mountain Bike Park Master Plan</i> (where they are superior to regional, national and local policies in terms of protecting environmental values.)		
Indigenous flora and planting		
3. Continue restoration planting on Mākara Peak of a wide variety of indigenous species, with a focus on planting emergent tree species.	Ex	ongoing
4. Protect and encourage the spread of the tree fern / astelia plant communities that are a feature in places on Mākara Peak.	E	ongoing
Weeds and pest animals		
5. Implement the weed and pest control programmes for the Mākara Peak Mountain Bike Park outlined in the master plan.	Ex	ongoing
6. Work with the national Biocontrol Collective to monitor the effectiveness of the Darwin's barberry weevil as a biocontrol agent on Mākara Peak and Chartwell to guide improved biocontrol of Darwin's barberry in the Outer Green Belt.	E	ongoing
Research		
7. Support research into the factors limiting the dispersal of threatened or locally significant bird species from Zealandia such as tīeke (saddleback), kākāriki (red-crowned parakeet), korimako (bellbird) and toutouwai (North Island Robin).	Ex	ongoing
6.5.2.3. Landscape and land use		
Landscape character and views		
1. Manage vegetation to maintain open views from the Mākara Peak summit and other memorable viewpoints, in conjunction with providing the rest places proposed in the master plan, where appropriate.	E	ongoing
2. Locate recreational buildings and structures, such as water supply storage, toilets and emergency shelters, unobtrusively, in accordance with section 4.3 .2.4, to maintain Mākara Peak's relatively undeveloped landscape character.	E	ongoing
6.5.2.4. Culture and Heritage		
Interpretation		
1. Support telling the unique story of community volunteering to both develop a world-class mountain biking park and restore natural values, as proposed in the master plan, and integrate that story into the proposed overall Outer Green Belt interpretation plan (see 4.6.2.7).	N	5-10 yrs
6.5.2.5. Recreation and access		
1. Consider the feasibility of extending the track network through the additional reserve land along South Karori Road, especially to provide an	N	ongoing

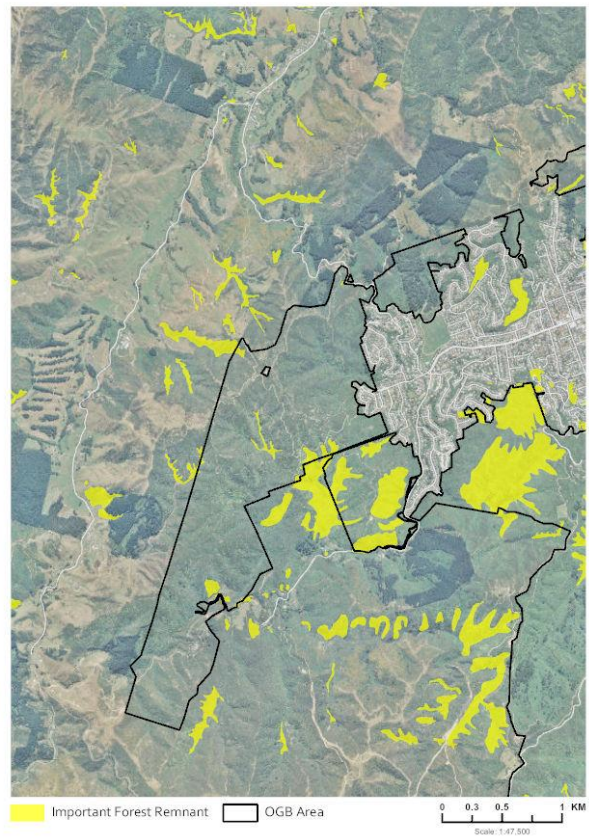
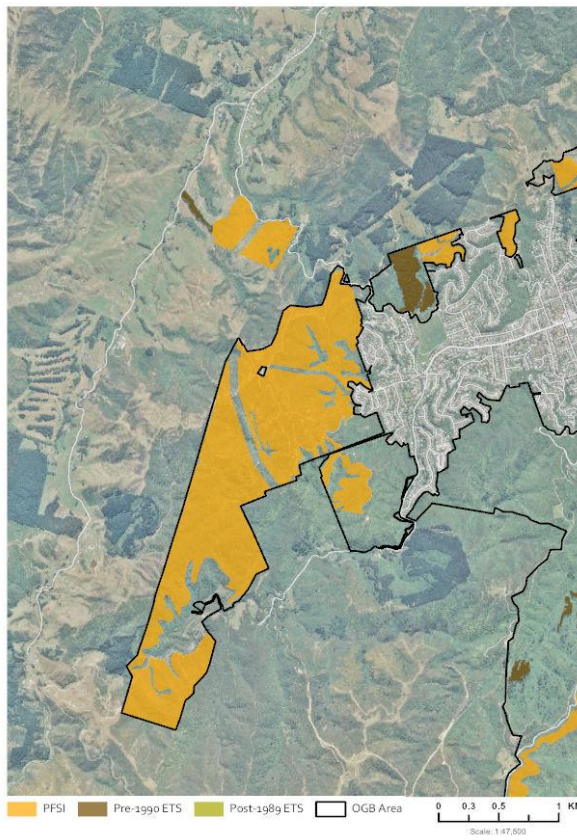
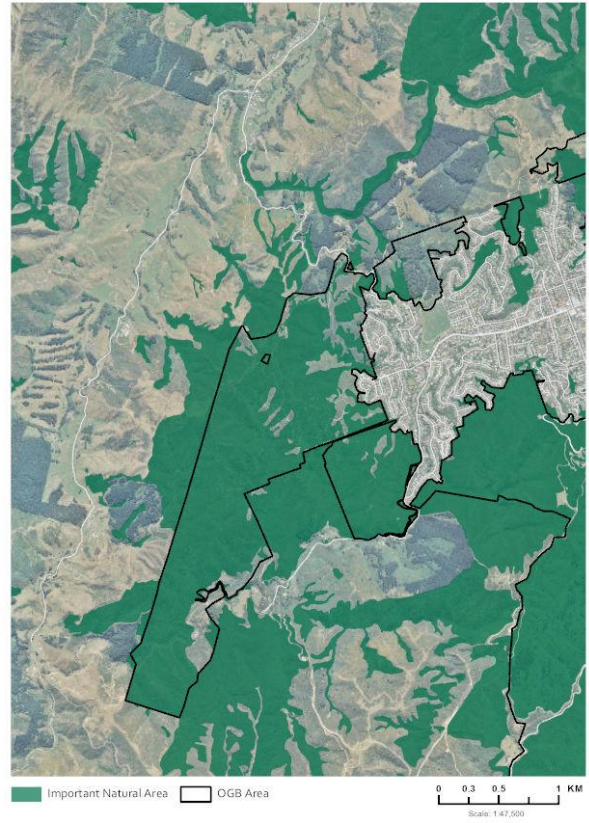
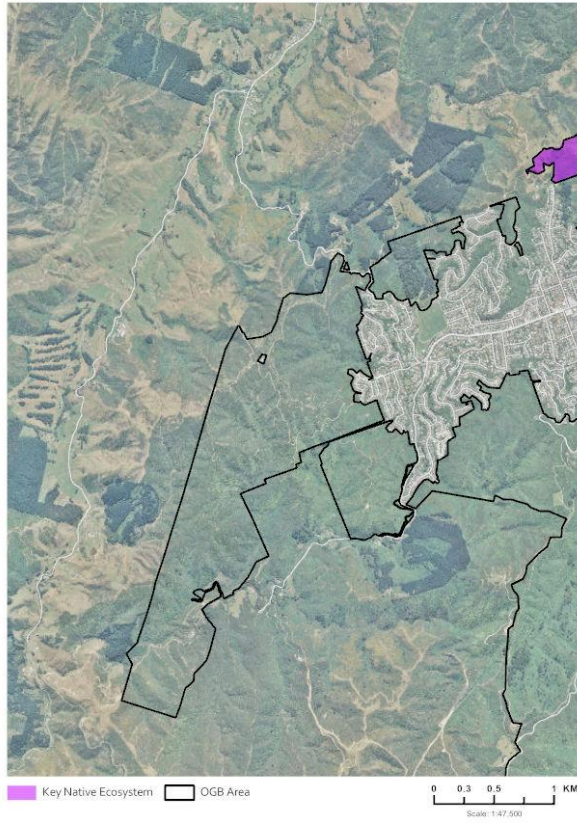
alternative 'Bail Out' exit point and a link to a potential shared use route down Karori Stream to the south coast, taking into account how it would connect with the existing track network and potentially diversify the type of recreational experiences in this sector.		
2. In consultation with the Mākara Peak Supporters, work out the best route for the shared use Skyline Track to traverse the Mākara Peak Mountain Bike Park, and mark it clearly to ensure Skyline users, travelling in either direction, can easily find their way.	E	ongoing
Entrances, facilities and way-finding		
3. Develop and/or signpost a walking/running route (Skyline Track) through the bike park for people on foot so that the Outer Green Belt aspiration of a connected route from Tawa to the South Coast is a reality and a valued part of the Mākara Peak experience.	E	ongoing
4. Investigate the inter-related questions of where and how to locate toilets and drinking water supply within the Mākara Peak Mountain Bike Park and at suitable intervals along the Skyline Track in this sector.	E	3-5 yrs
5. Install signage at the Mākara Road saddle that makes clear the Outer Green Belt is on both sides of the road, with recreational opportunities.	E	ongoing
6. As part of the comprehensive review of signage and way finding proposed in the master plan, ensure standard symbols and warning signs are unambiguous; the shared or bike-priority status of tracks is clearly marked and key messages communicated to walkers and runners as well as riders, about codes of behaviour and safety on tracks, to ensure all feel welcome while also understanding their responsibilities.	N	ongoing
7. Ensure that dog walkers and riders with dogs in the mountain bike park are aware of their responsibility to keep dogs on a leash and under control on bike-priority tracks.	E	ongoing
Events		
8. Limit the number of mountain biking events held in Mākara Peak Mountain Bike Park, to ensure all users have good access to the mountain bike park, while allowing sufficient events to reflect the park's significance as a mountain bike destination,;	N	ongoing
9. Investigate the types of events that are and could be held at the park and what reasonable limits might be set to achieve the right balance with community use and general public access to the tracks networks. Set limits as required and include in the Master Plan. .		
6.5.2.6. Community		
Work with volunteers		
1. Continue to support and partner with the Mākara Peak Supporters Group to implement the Mākara Peak Mountain Park Master Plan.	E	ongoing
Work with Neighbours		
2. Continue to encourage and support neighbouring landowners to participate in local pest animal management / weed control / restoration planting on	Ex	ongoing

their land, especially where it will help protect streams or important native bush remnants or connect up or extend the restored forest on Mākara Peak.		
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Sector 5: Makara Peak - Current

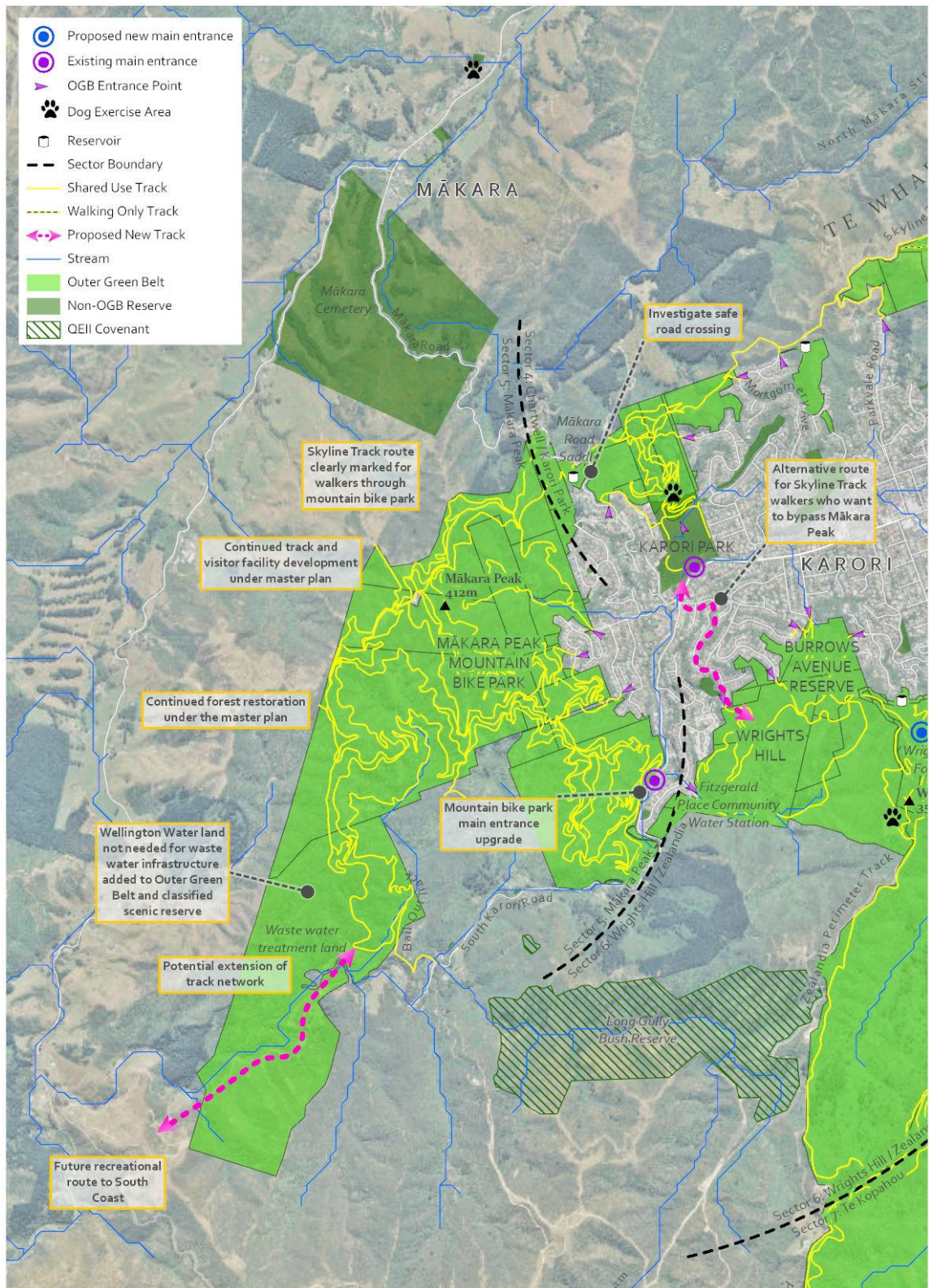
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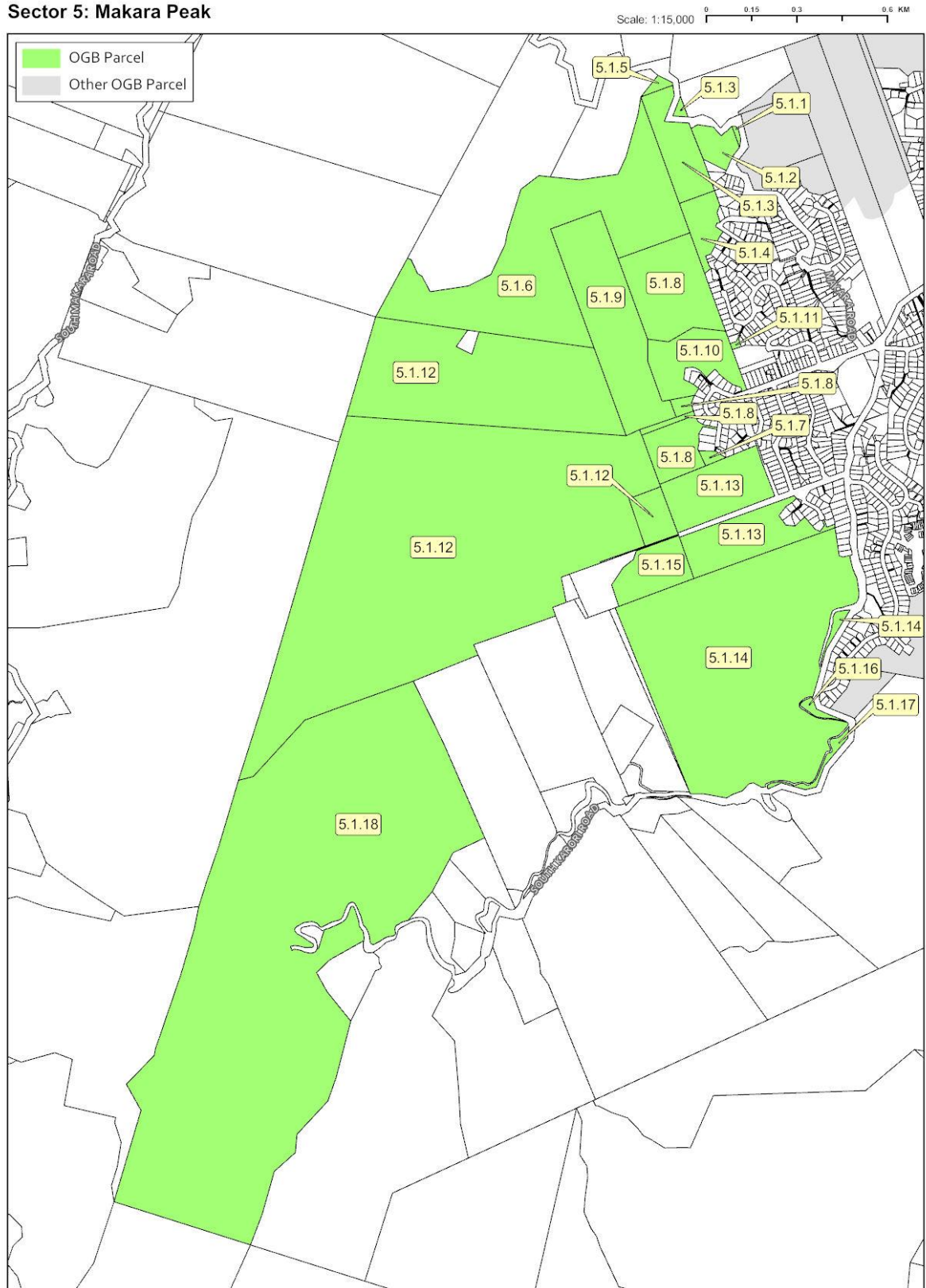


Sector 5: Mākara Peak - Future Initiatives

Scale: 1:24,000 0 0.25 0.5 1 KM



Sector 5: Makara Peak



Management Sector 5: Mākara Peak: land title schedule (Map 1)

Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Makara Hill Mountain Bike Park	5.1.1	2464	Pt Sec 41 Karori District	D1/1318	0.0760 ha	Scenic reserve		Open Space B		
	5.1.2	101	Pt Sec 42 Karori District and being also Pt Lot 1 Plan A/2142	942/12	1.4292 ha	Local Purpose (water Reservoir) Reserve	NZG 1555 9 May2013	Open Space B		
	5.1.3	1205	Lots 1 & 2 DP49848	28B/896	4.3123 ha	Scenic Reserve	GN 9561291.3	Open Space B		
	5.1.4	2074	Lot 1 DP 48353	20B/198	2.0477 ha	Scenic Reserve (b)	NZG 1555 9 May2013	Open Space B		
	5.1.5	2003	Lot 6 DP 68315	41D/286	0.2905 ha	Scenic Purposes	GN 9561291.3	Open Space B	Telecommunication rights and right of way over part of land in favour of Telecom Networks (transfer B.248575.7).	
	5.1.6	2003	Lot 5 DP 68315	41D/285	26.7760 ha	Scenic Purposes	GN 9561291.3	Open Space B	Telecommunication rights and right of way over part of land in favour of Telecom Networks (transfer B.248575.7). Subject to an easement to convey telecommunication signals to Transpower (transfer B788750.1).	
	5.1.7	2073	Lot 2 386195	344982	0.2607 ha	Scenic Reserve	NZGZ 2013, p 3957	OpenSpace B		
	5.1.8	2073	A/2142 and Pt Lot 2 Plan A/2539 and Pt Sec 85 Karori	49C/580	11.5491 ha	Scenic Reserve (b)	NZG 1555 9 May2013	Open Space B	This land is subject to a right of way created by transfer 866267.3. Subject to rights of way, right to install and maintain water supply tanks and right to convey water created by transfer B225616.1.	
	5.1.9	2073	Pt Sec 49Makara District	49C/579	12.3213 ha	Scenic Reserve		Open Space B		
	5.1.10	2073	Lot 12 DP 82980	49C/578	4.8487 ha	Not Classified		Open Space B	Subject to Section 243(c) of the Resource Management Act 1991. B221575.1 Compensation Certificate under S.19 Public Works Act 1981. B597533.8 Transfer grant of rights to lay and maintain electric cables & to convey electric energy. B597533.9 Easement certificate for water, sewage, gas, ROW, electricity & telephone with adjoining properties. B.597533.11 Memorandum of Encumbrance to WCC	Proposed Classification Scenic Reserve b
	5.1.11	1351	Lot 3 DP 43187	39A/511	0.0811 ha	Scenic Reserve		Open Space A		
	5.1.12	2076	Pt Sec 47 & 48Makara District and Pt Sec 53Karori District	31A/318	109.7403 ha	Scenic Purposes (b)	NZG 1555 9 May2013	Open Space B	The land transferred to WCC in 1994 (ex-ivanoff land. It is zoned Open Space B. Transmission Lines cross through the middle of this land. The land is also subject to the following: 7251711.1 Compensation Certificate under S19 PW Act 1981. 866267.3 Transfer grant of Right of Way. Subject to an easement to convey Telecommunication signals over part of the land to Transpower, by transfer B788750.1.	

Management Sector 5: Mākara Peak: land title schedule (Map 1 cont'd)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
	5.1.13	1320	Pt Sec 43 Karori District	46B/836	5.6059 ha	Scenic Reserve (b)	NZG 1555 9 May2013	Open Space B	New addition since 2004	
	5.1.14	1320	Pt Sec 45, Karori District	Part of 46B/837	Approx 45 ha	Scenic Reserve (b)	NZG 1555 9 May2013	Open Space B	Transmission lines cross over part of this land. Subject to an easement to convey Telecommunication signals over Part Section 45 Karori District. Compensation certificates, reference 170815.1 & 230179.1 against part of the land under Section 17 Public Works Amendment Act 1948. The land is held as Council freehold, it is not a reserve.	
	5.1.15	2514	Lot 1 DP 16122	WN648/13	3.75 ha	Scenic Reserve (b)	NZG 1555 9 May2013		New addition since 2004	
	5.1.16	1322	Lot 4 DP 51083	20C/396	0.2900 ha	Scenic Purposes		Open Space B	Adjoins Karori Stream,	
	5.1.17	1322	Lot 3 DP 51083	20C/395	0.5480 ha	Scenic Purposes		Open Space B	Adjoins Karori Stream,	
	5.1.18	1191	Sec 1 SO 37211	WN46C/762	106.21 ha	Wastewater Treatment Conveyance and Drainage Purposes	NZGZ 1995/ p1289	Rural		Propose surveying the area and protect the majority of the open space as scenic reserve – those areas not currently used for Wastewater Treatment Conveyance and Drainage Purposes Propose rezoning Open Space B

6.6 SECTOR 6: WRIGHTS HILL / ZEALANDIA



Wrights Hill (centre right) is a broad flat-topped hill above Karori, which drops down steeply to the Kaiwharawhara Stream valley (left) where Zealandia is located. Sector 7 of the Outer Green Belt continues south along the distant skyline above Zealandia to Hawkins Hill and beyond.

Key features / values:

- Wrights Hill landmark and viewpoint
- Major ecological hub in Wellington, anchored in Zealandia
- Headwaters of Kaiwharawhara and Karori Streams
- Destinations: Zealandia and Wrights Hill Fortress
- Significant World War II heritage
- Track network connecting Mākara Peak and Te Kopahou

Local communities: Karori, Highbury

Local community volunteer activities: pest animal control, Zealandia perimeter fence monitoring, hosting and guiding at Zealandia

6.6.1 OVERVIEW

Sector 6 (363.2 ha) extends from South Karori Road, across Wrights Hill and the valley of Zealandia, including the saddle at the top end of the Kaiwharawhara Stream valley between Zealandia and Long Gully. Note: the official name for the hill is 'Wright Hill' but 'Wrights Hill' has become the common usage and so is used in this Plan.

6.6.1.1. Land administration

Parts of Wrights Hill Road and part of the historic bunker area on the Wrights Hill summit is Crown-owned land, administered by the Department of Conservation. The Department is working with Council through the processes (as provided for under the Reserves Act) to appoint Wellington City Council to control and manage the land. The Council already carries out practical maintenance in these areas e.g. road maintenance.

Various land parcels on Wrights Hill are currently recreation reserve but would be more appropriately managed as either scenic or historic reserves to better reflect the natural and heritage values of the land. Reclassification is proposed as part of this Plan review (see Appendix III).

There are 21 encroachments of private use from adjoining residential properties with addresses on Versailles Street and Messines Road onto the Council-owned reserve land. The encroachments vary

in extent and are mainly gardens, lawns and outdoor uses (such as trampolines). The private use is contrary to the purpose of the reserve land, which is for public benefit; in this case a particular role as part of the Zealandia perimeter. The Council considers that the land should be completely revegetated to strengthen the natural buffer between housing and Zealandia. Encroachments into any reserves is prohibited (refer to Rules section).

6.6.1.2. Nature

Although much of the sanctuary valley was historically cleared and a large area planted in pines, there is good quality remnant and secondary forest on the steep west face, and significant areas of kanuka / manuka on the southeast slopes, which are important seed sources. Particularly notable is the presence of swamp maire and some original kowhai (*Sophora microphylla*), each of which are found in only one or two other localities in Wellington. Swamp maire (*Syzygium maire*) is particularly vulnerable to myrtle rust because seed cannot be stored viably for any length of time. Moreover, two lakes (former water reservoirs) provide an important opportunity to restore and research freshwater habitats, including for aquatic and bird life.

While Zealandia itself is managed by the Karori Sanctuary Trust, it plays a key part in the objective to restore an ecological corridor along the Outer Green Belt. It has been described as having a role as 'the mothership' for animal species reintroductions in Wellington, from where indigenous wildlife in particular will spread out into the surrounding reserves and wider city area. Collectively, all the vegetation in this sector forms a large expanse of indigenous vegetation that, while not as well advanced or impressive as that in Otari-Wilton's Bush, will form a major ecological hub in this part of the city as restoration efforts progress. This hub will connect west to Mākara Peak, north via Birdwood Reserve and the Kaiwharawhara Stream to Otari-Wilton's Bush, east to Polhill Reserve in the Wellington Town Belt and south along the main ridgeline to Te Kopahou and the South Coast. Already, birds which were absent in Wellington 20 years ago, such as kākā, North Island robin, tieke (saddleback) and kākārīki are spreading from Zealandia into the adjacent reserves and, in some cases, well beyond.

Under its *Living with Nature, Tiaki Taio, Tiaki Tangata Strategy 2016-2035*, Zealandia is now also focusing on Sanctuary to Sea – Kia Mauriora te Kaiwharawhara, a multi-stakeholder project that aims to restore waterways and forest corridors in the Kaiwharawhara water catchment, and help support resilient ecosystems in an urban environment in the face of constant pressures from human development and climate change.

Tackling major threats such as weed and pest animal control is an essential component in managing this sector of the Outer Green Belt as a key nature restoration hub. A network of professional animal pest control is enhanced by the huge volunteer predator control effort in place, primarily through community volunteer groups but also through private landowners who are carrying out trapping in adjacent blocks and in residential backyards. Volunteers have also been involved in cleaning up and restoring the Birdwood Reserve, the first reserve area downstream of Zealandia. Information sharing, education and promotion of benefits and successes are key to the ongoing success of this community-led work.

Small mammal monitoring has been carried out in this sector for some years and expanded to neighbouring private land with landowner agreement. This monitoring is producing good long-term data, which will be helpful in determining whether or not there is a correlation between barberry fruiting and rat population levels.

6.6.1.3. Landscape

Wrights Hill is a landmark flat-topped hill on the southern edge of the Karori Basin, that sits between the Karori Stream valley to the west and the upper Kaiwharawhara Stream valley (containing Zealandia) to the east. Housing extends up its north flanks to some high spurs but, nevertheless, large vegetated areas provide an important open space backdrop to Karori. The comparatively broad summit area has a more utilitarian character than much of the Outer Green Belt hilltops, with a public road and two carparks; various structures; and modified landforms associated

with World War II fortifications, water reservoirs and a cluster of radio transmitter masts. The hilltop is an important part of the Outer Green Belt skyline seen from the central city and harbour. The lookout has a spectacular view, with an almost birds eye view straight down into Zealandia and across to the city, harbour and mountains beyond. It is one of the few places in the Outer Green Belt with drive-on hilltop access and also has an extensive track network that provides local loop routes and longer distance connections, most particularly the proposed Skyline Track route that will link this sector with Mākara Peak one way and Te Kopahou the other way. Forest is regenerating well on Wright's Hill, although Darwin's barberry is established, especially on the wind-swept upper slopes and summit. The summit was one of the first areas where a community group did restoration planting. Important patches of remnant forest include kamahi (locally uncommon), tawa, toro and ramarama, which are good seed sources for forest restoration. A recent masters research project found that kākārīki (red-crowned parakeet) are spreading out onto Wrights Hill from Zealandia.

Zealandia Te Māra a Tāne (formerly Karori Wildlife Sanctuary), occupies the 252-hectare valley, which was one of the city's original water catchment areas in the headwaters of Kaiwharawhara Stream. It is managed by the Karori Sanctuary Trust in partnership with the Council, to work towards the vision of creating a self-sustaining ecosystem representative of pre-human New Zealand. The goals include re-establishing indigenous fauna and flora, restoring natural habitats, contributing to other national recovery programmes and educating visitors about New Zealand's unique biodiversity and nature conservation. The concept has been a ground-breaker in many ways, not least, the research and development behind the 8.6-km pest-proof fence that encircles the sanctuary. After the fence was built, all introduced mammalian pests were removed, enabling vulnerable rare and endangered species to be gradually reintroduced, including plants, birds, lizards, tuatara, invertebrates, frogs, fish and, most recently, in 2018, kahi – fresh water mussels.

6.6.1.4. Culture and heritage

Heritage features in this sector are well recognised and have clear management regimes. The summit of Wrights Hill is a significant heritage site, containing extensive World War II fortifications built to service a 9.2 inch battery gun. The *Wright Hill Conservation Plan* contains a full history of the fortress. The Wright Hill Fortress Restoration Society carries out restoration works and regularly runs popular open days, when the public can explore the fortifications including an extensive underground network.

A number of features of historic interest are also found in Zealandia. These include two dams, historic buildings and other structures from the former water collection days, in some cases meticulously restored by the sanctuary trust. Several gold mining adits (a mine with a horizontal entrance) and diverse conifer plantings are associated with the early settlement period.

6.6.1.5. Recreation and Access

The track network is comparatively well developed in this sector, comprising the Zealandia perimeter track and walking and mountain biking tracks on Wrights Hill. There are a number of local tracks to nearby housing and a mountain biking loop from Fitzgerald Place, uphill via the shared Salvation Track and downhill via the bike-prioritised grade 5 Deliverance Track. The long-distance Skyline Track route will be marked through this sector. The track network in Zealandia is accessible only by way of an entry fee. The drive-on access to the summit of Wrights Hill provides opportunities for less physically able people to enjoy wide views. Zealandia provides a key destination for viewing natural heritage, especially indigenous fauna, but there is potential to enhance Wrights Hill summit as a destination and one of a series of main entry points to the Outer Green Belt.

6.6.1.6. Community

The Council will seek to establish a sound working relationship with the Wright Hill Fortress Restoration Society, including consultation over proposed entrance facility development in the hilltop area and how that could support the society's activities, including open days.

Private land south of Wrights Hill contains a number of important bush remnants, including the 65-ha Long Gully Bush Reserve, which is owned by the Wellington Natural Heritage Trust and protected in perpetuity by a QEII National Trust open space covenant. The Council has variously assisted these landowners in a number of ways, including with pest control, podocarp planting and covenant fencing.

6.6.2 ACTIONS

N = new initiative; E = Existing; Ex = Expand existing

(Notes: (i) Some ‘new’ projects come within larger funded programmes but have not yet been started. (ii) Implementation depends on budget allocations.)

6.6.2.1. Land administration		
Land status		
1. Continue to work with the Department of Conservation on consideration of the appointment of the Wellington City Council to control and manage the Crown-owned land on Wrights Hill.	E	ongoing
Encroachments		
2. Begin the process of removing the private encroachments around the perimeter of Zealandia , in order to revegetate it as a vegetation buffer between Zealandia and the adjoining residential properties, keeping just a service vehicle access way for maintaining the water reservoir.	N	ongoing
3. Work with the owners of 21-43 Versailles Street (odd numbers) to develop a community MOU that will enables this group of residents to care for the reserve space adjacent to their property including plant and animal pest management and revegetation over time. This will remain in place while all of the residents are working together to restore and help manage the site and will be re-considered when the OGBMP is reviewed or in ten years (whichever is later) with a view to ensuring the site has genuine community purpose as different to a private encroachment for personal use and enjoyment. This arrangement is proposed only because of the long and unique history of the land that borders these properties and the current community use of the space.		

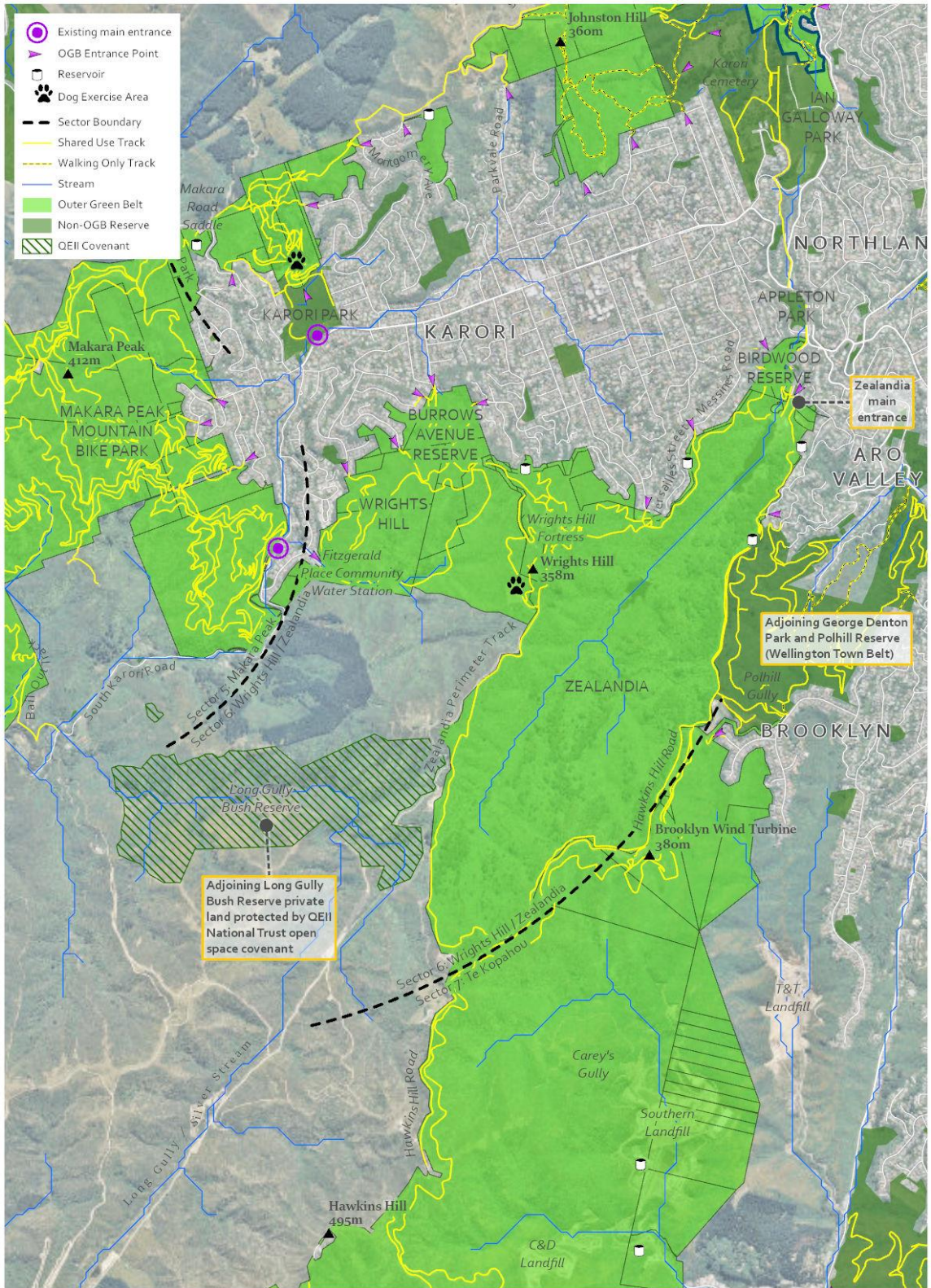
6.6.2.2. Nature		
Caring for nature		
1. Continue to partner with the Karori Sanctuary Trust in integrating biodiversity conservation within Zealandia (via its strategy) and the spread of biodiversity beyond Zealandia's boundaries..	E	ongoing
Streams		
2. Support Zealandia to explore the eradication of pest fish within the lakes and streams of the valley.	E	ongoing
3. Continue to support Sanctuary to Sea – Kia Mauriora te Kaiwharawhara project as a key strategic partner	E	ongoing
Research		
4. Continue with the research being carried out at Otari-Wilton's Bush Botanic Garden into ways to successfully store swamp maire and myrtaceae seed as part of myrtle rust threat response and the reintroduction of either uncommon or locally extinct plants into the catchment.	E	ongoing
5. Support research into the factors limiting the dispersal of threatened or locally significant bird species from Zealandia such as tieke (saddleback), kākāriki (red-crowned parakeet), and toutouwai (North Island Robin).	Ex	ongoing
6.6.2.3. Landscape		
Views		
1. Manage the vegetation to ensure that the wide views seen from the following places, in particular, are kept clear: a) the carpark at the top end of Salvation Track, which is often used as a viewpoint; b) the lookout platform on the summit overlooking the Zealandia valley.	E	ongoing
6.6.2.4. Culture and heritage		
Wrights Hill fortress		
1. Work with the Wright Hill Fortress Restoration Society to support its activities in implementing the <i>Wright Hill Conservation Plan</i> .	E	ongoing
Interpretation		
2. Develop interpretative material in a variety of media about cultural and heritage features and history in this sector, as resources permit and within the overall Outer Green Belt interpretation plan (see policy 4.6.2.7); focusing particularly on: <ul style="list-style-type: none">● World War II military installation themes; and● the big picture of the Outer Green Belt and Zealandia's place within it and the region, because the Wrights Hill lookout is such a great vantage point directly above Zealandia, with views to much of the Outer Green Belt.	N	5-10 yrs

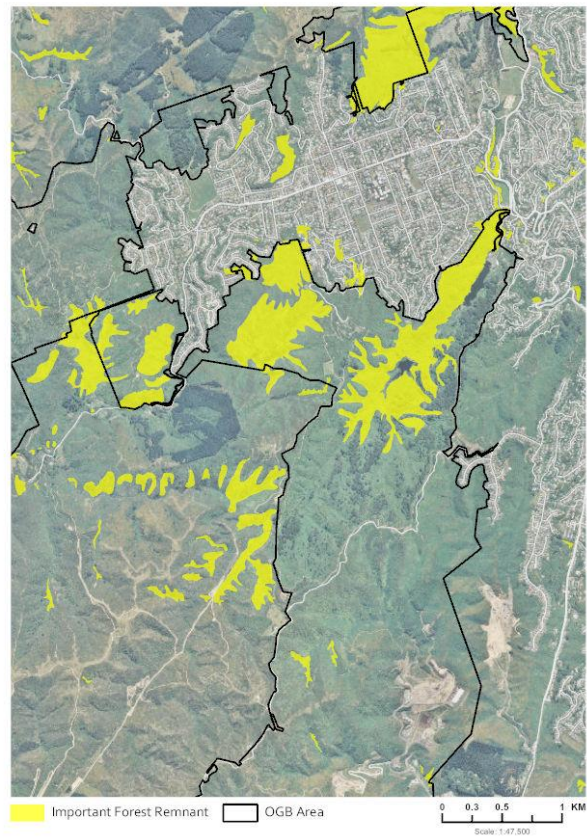
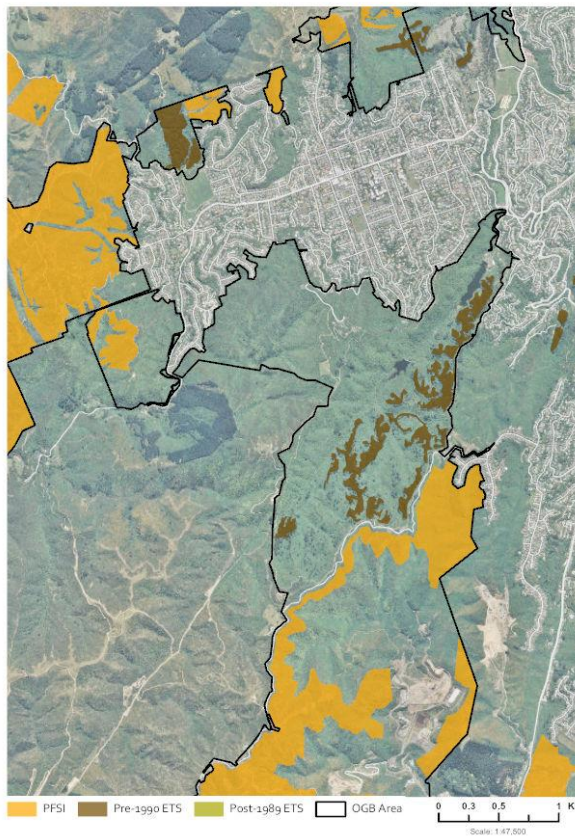
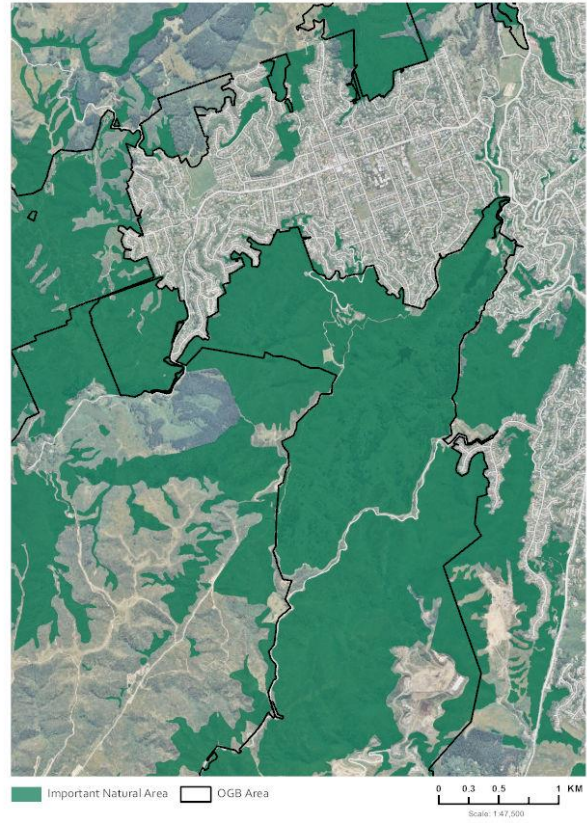
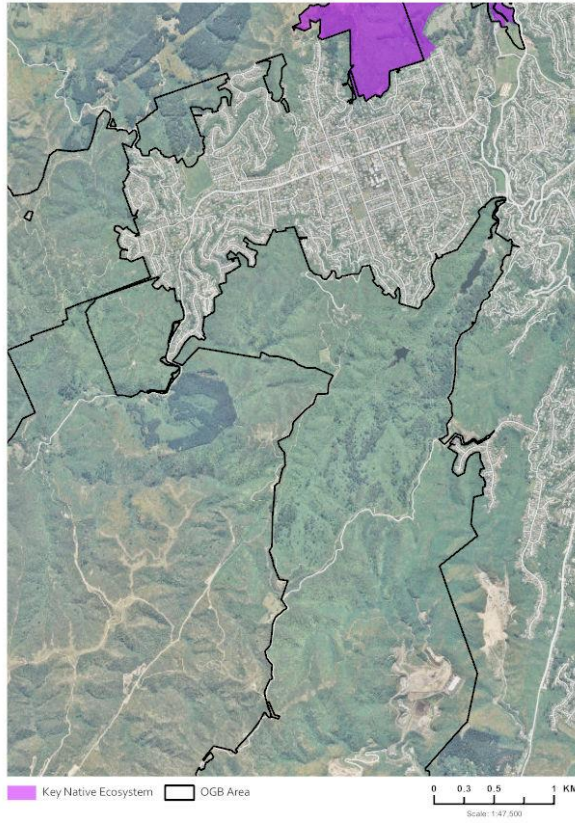
6.6.2.5. Recreation and access		
Track network [NEW] Work out the best route for the Skyline Track to be sign posted and concurrently review the user status of the tracks in this sector to ensure safe and reasonable access for different users.	E x	ongoing
1. Investigate, in consultation with neighbouring landowners, the need for and feasibility of modifying the track across the saddle between Wrights Hill and Polhill, with a view to easing some of the very steep gradients. As this is the only track between sectors 6 and 7, it is desirable to make it as user friendly as possible, taking into account the constraints of the topography and the narrow strip of land available outside the Zealandia perimeter fence.	E	ongoing
2. Develop a new track through Birdwood Reserve, if possible, to facilitate access for forest restoration work and provide an alternative walking access to Zealandia from the Birdwood Street parking area.	N	3-5 yrs
Entrances, facilities and way finding 3. Investigate and assess the options for improving the existing entrance features in the hilltop area of Wrights Hill and prepare a long term site development plan, including: a) reconfiguring the parking to provide an efficient layout for public open days whilst also deterring 'boy racer' behaviour, (which is currently discouraged by	N	3-5 yrs

<p>the placement of large concrete blocks);</p> <p>b) providing public toilets and drinking water;</p> <p>c) resurfacing / re-grading the disabled access pathway between the main carpark and the summit area, which is currently in poor repair;</p> <p>d) upgrading the summit lookout structure.</p> <p>4. Seek funding to implement any approved improvements.</p>	N	5-10 yrs
<p>Way finding</p> <p>5. Continue to update the wayfinding signage to help guide visitors on the track network, including clearly marking:</p> <p>a) the Skyline Track and the two alternative routes it will take in the Karori Stream Valley (see Management Sector 5);</p> <p>b) non-shared use tracks e.g. downhill bike-prioritised Deliverance Track;</p> <p>c) short walk options in the summit area.</p>	E	ongoing
<p>Dog walking</p> <p>6. Continue to use the Wrights Hill Parade Ground as a dog exercise area and ensure signage reinforces that dogs must be on a leash elsewhere to reduce the risk dogs might pose to vulnerable native birds spreading out from Zealandia.</p>	E	ongoing
<p>Events</p> <p>7. Continue to support the Wrights Hill Restoration Society in running its public open days.</p>	E	ongoing
<p>6.6.2.6. Community</p>		
<p>Work with volunteers</p> <p>1. Continue to work with Zealandia and its volunteers to patrol the Zealandia perimeter fence for signs of damage or incursions and to keep the perimeter track clear to prevent pest animals from reinvading the sanctuary via overgrowth.</p>	E	ongoing
<p>2. Continue to support concentrated volunteer pest control efforts in this sector to protect, in particular, vulnerable native birds migrating out from Zealandia.</p>	E	ongoing
<p>3. Continue to encourage and support neighbouring landowners to participate in local pest animal management / weed control / restoration planting on their land, especially where it will help protect streams or important native bush remnants and/or helps to protect or extend the 'ecological hub' in this sector.</p>	E x	ongoing
<p>4. Continue to work with and support the Wrights Hill Restoration Society and clarify respective roles if the Council take over management of the land on behalf of DoC (see 6.6.3.1 (1)) via a Memorandum of Understanding.</p>	N	1-2 yrs

Sector 6: Wrights Hill / Zealandia - Current

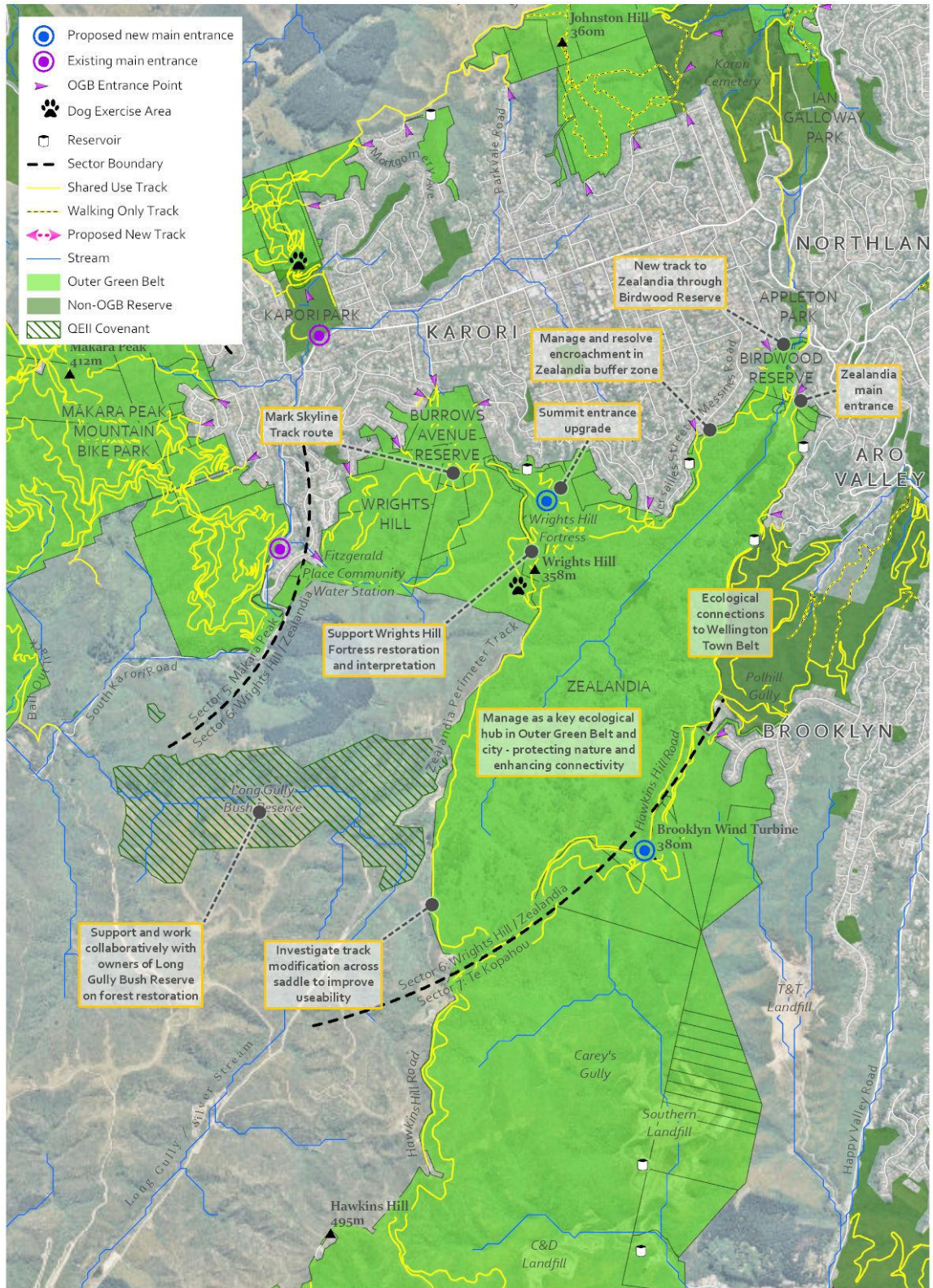
Scale: 1:24,000 0 0.25 0.5 1 KM



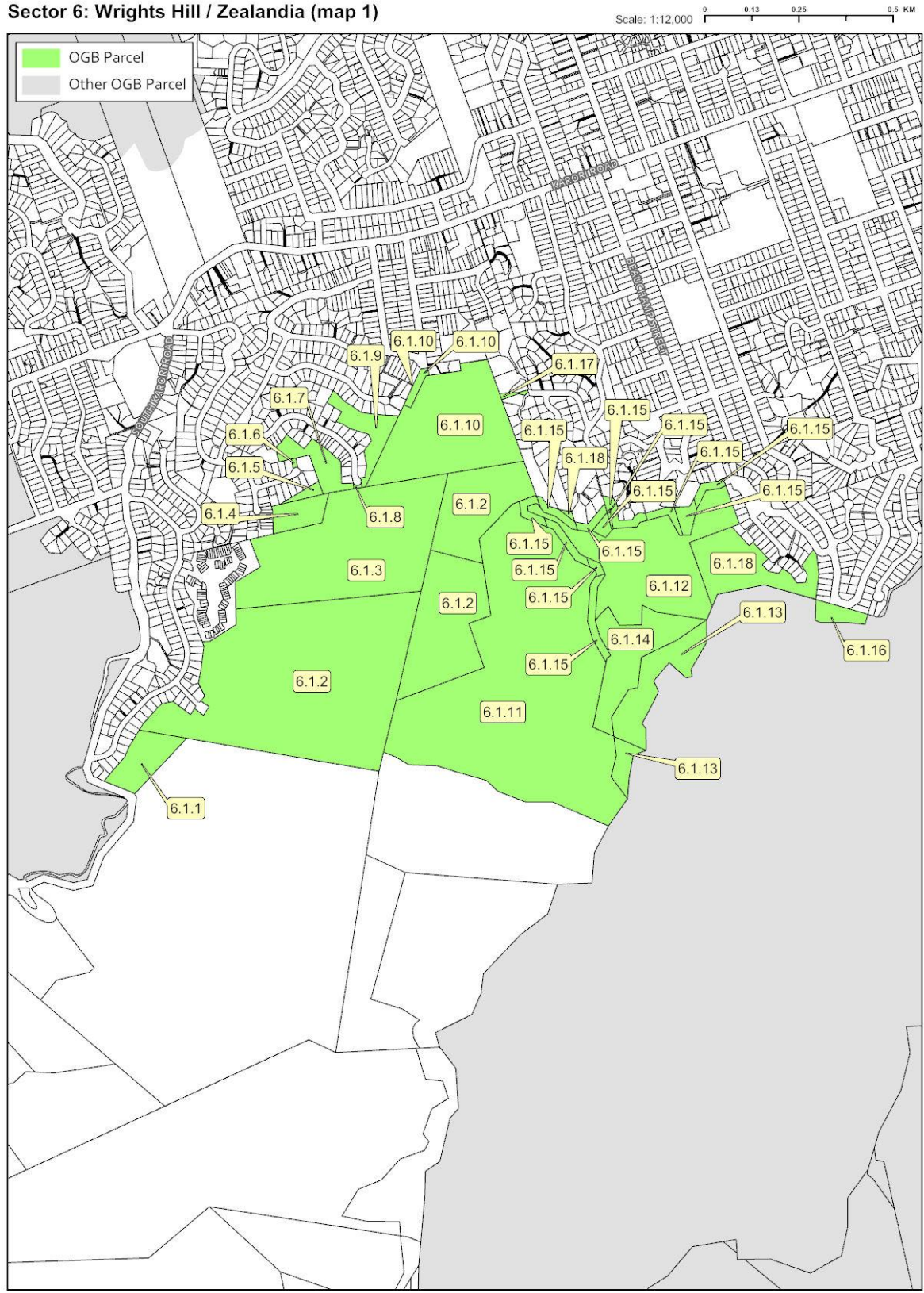


Sector 6: Wrights Hill / Zealandia - Future Initiatives

Scale: 1:24,000 0 0.25 0.5 1 KM



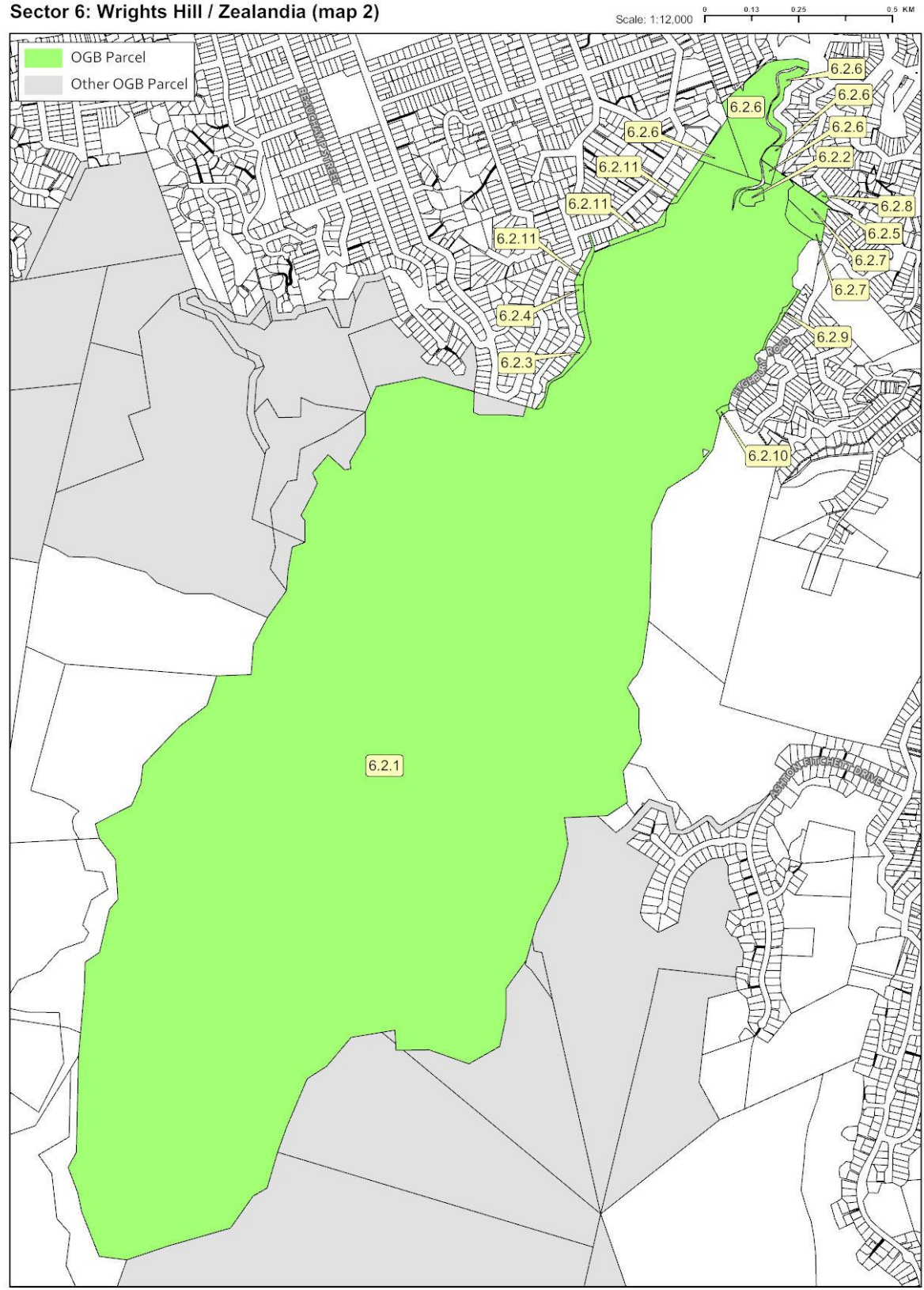
Sector 6: Wrights Hill / Zealandia (map 1)



Management Sector 6: Wrights Hill: land title schedule (Map 1)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Wrights Hill Reserve	6.1.1	1322	Lot 1 DP 51083	20C/394	1.7318 ha	Scenic Reserve 9b)	GN 9561291.3	Open Space B	The within land has no frontage to a legal road. Subject to easement rights for ROW, stormwater, water, power and gas reticulation, see easement certificate 206763.3.	
	6.1.2	1320	Pt Sec 46 and 55, Karori District	Part of 46B/837	Approx 31 ha	Scenic Reserve (b)	NZG No. 54 9 May2013	Open Space B	Transmission lines cross over part of this land. Subject to an easement to convey Telecommunication signals over Part Section 45 Karori District. Compensation certificates, reference 170815.1 & 230179.1 against part of the land under Section 17 Public Works Amendment Act 1948.	
	6.1.3	1320	Pt Sec 46 and 55, Karori District	46B/835	16.9318 ha	Scenic Reserve (b)	NZG No. 54 9 May2013	Open Space B	Appurtenant to Pt Section 46 is a right of way over Lot 98 DP77320 (CT43D/167) created by transfer B.372717.9. Compensation certificates, reference 170815.1 & 230179.1 against part of the land under Section 17 Public Works Amendment Act 1948.	
	6.1.4	2228	Lot 9 DP 82773	49C/99	1.0446 ha	Scenic Purposes	GN 9561291.3	Open Space B	This land is a reserve subject to the Reserves Act. consideration of its current zoning is required, an Open Space zoning would be more appropriate than Outer residential	
	6.1.5	2039	Lot 115 DP 71537	646513	0.2195 ha	Scenic Purposes	GN 9561291.3	OpenSpace B		
	6.1.6	2039	Lot 116 DP 71537	646513	0.0307 ha	Scenic Purposes	GN 9561291.3	Outer residential		Rezone as Open Space B
	6.1.7	2039	Lot 2 DP 77321	43D/169	1.2433 ha	Scenic Purposes	GN 9561291.3	Open Space B		
	6.1.8	2039	Lot 98 DP 77320	3,777,918	0.02 ha	Not Classified		Open Space B		Proposed Classifying Scenic Reserve b
	6.1.9	2039	Lot 3 DP 77321	43D/170	1.3740 ha	Scenic Purposes	GN 9561291.3	Open Space B		
	6.1.10	1036	Lots 1 & 2 DP10126	426/243	8.4343 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
	6.1.11	1404	Sec 16 Upper Kaiwharawhara District, S.O. Plan34500	No CT	28.3590 ha	Recreation Reserve	NZ Gazette1987/24	OpenSpace B	Crown land control and administration vested in council by Gazette on 7 February 1989. Reclassified as recreation reserve by Gazette 2016 p421Part Heritage area	Proposed re Classifying Scenic Reserve b
	6.1.12	1404	Sec 17 Upper Kaiwharawhara District, S.O. Plan34500	No CT	8.2866 ha	Recreation Reserve	NZ Gazette1987/24	OpenSpace B	Crown land control and administration vested in council by Gazette on 7 February 1989. Reclassified as recreation reserve by Gazette 2016 p421Part Heritage area	Proposed re Classifying Scenic Reserve b
	6.1.13	1402	Secs 13 & 14 Upper Kaiwharawhara District	41A/292	3.3705 ha	Recreation Reserve	NZ Gazette1991/133	Conservation	Crown land control and administration vested in council by Gazette on 7 February 1989. Reclassified as recreation reserve by Gazette 2016 p421Part Heritage area	Proposed re Classifying Scenic Reserve b
	6.1.14		Sec 15 Upper Kaiwharawhara District, S.O. Plan31460		3.6815 ha	Recreation Reserve		Open Space B Part Heritage area	It is Crown owned land. Department of Conservation are appointing control and management of the reserve to Wellington City Council. The land's legal documentation is held in gazette notices 929260.1 and 929260.2.	Proposed re Classifying Scenic Reserve b when under WCC control

Management Sector 6: Wrights Hill: land title schedule (Map 1 cont'd)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
	6.1.15		Pt Sec 9 Kaiwharawhara, Lot 6 DP 1440, Pt Sec 55 Karori District, Pt Lot 2,5 and 6 DP 1440, Pt Lots, 8, 9 and 10DP 1543		Approximately 3 ha	Reserve for Conservation purpose		Open Space B Part Heritage area	It is Crown owned land, being the road access to Wright's Hill summit. Department of Conservation are appointing control and management of the reserve to Wellington City Council. The land's legal documentation is held in gazette notices 929260.1 and 929260.2.	
	6.1.16	2482	Part Section 2 Upper Kaiwharawhara District	22D/469 Pt	0.58 ha	Scenic Reserve		OpenSpace B	Site on Scout Hall – access off Junction of Campbell and Croydon Streets	
	6.1.17	2482	Lot 97 DP 303660	6531417	0.07 ha	Vesting on Deposit for Recreation Reserve		Outer Residential		Proposed Classifying Scenic Reserve and re Zone as OpenSpace B
	6.1.18		Pt Sec 2 Upper Kaiwharawhara District	WNSB/488	3.4314 ha	Scenic Reserve b	NZG No. 54 9 May 2013	OpenSpace B		

Sector 6: Wrights Hill / Zealandia (map 2)



Management Sector 6: Wrights Hill: land title schedule (Map 2)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Karori Wildlife Sanctuary and boundary properties	6.2.1	2149	Lot 1 DP 313319	6590100	246.5 ha	Not Classified		Conservation and Heritage Area		
	6.2.2		Lot 2 DP 313319	6590101	0.3700 ha	Land Acquired for Water Supply Purposes		Conservation	Greater Wellington City Council owned land	
	6.2.3	2149	Lot 3DP 313319	6590102	0.3889 ha	Not Classified		Conservation		Propose Classifying as Scenic Reserve B. Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community's interest in this land.
	6.2.4	1218	Part Section 2 Upper Kaiwharawhara District	3977232	0.15 ha	Water Supply Purposes			Greater Wellington City Council owned land	
	6.2.5	2149	Pt Sec 32 Karori District	3748721	0.3 ha	Drainage Reserve		Conservation		
Birdwood Reserve	6.2.6	1379	Parts Section 32 & 34 Karori District and Parts of Lots 65 & 66 DP 1871	22D/469 pt	5.2375 ha	Scenic Purposes (b)	GN 9561291.3	Conservation		
	6.2.7	2149	Lot 5 DP 313319	6590104	0.51 ha	Not Classified		Conservation	Includes building (part of Zealandia)	
	6.2.8	1057	Lot 1 DP 10884	4010337	0.0686 ha	Scenic Purposes (b)	GN 9561291.3	Conservation		
	6.2.9	2149	Lot 6 DP 313319	6590105	0.138 ha	Not Classified		Conservation	Access road adjoin fence line with Zealandia	
	6.2.10	2149	Lot 8 DP 313319	6590106	.0631 ha	Scenic Purposes (b)		Conservation	Park of Croydon Park adjoin Zealandia	
	6.2.11	2149	Lot 4 DP 313319	6590103	0.6748 ha	Not Classified		Conservation		Propose Classifying as Scenic Reserve B. Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community's interest in this land.

6.7 SECTOR 7: TE KOPAHOU

Te Kopahou translates loosely to “a bent or folded feather”.



The rugged landscape of Te Kopahou. The steep coastal escarpment rises sharply above the narrow shore platform from Rimurapa / Sinclair Head (left) to the former Ōwhiro Quarry site (right). Inland, the Waipapa and Hape Stream catchments rise to Hawkins Hill (distant skyline, right).

Key features/values:

- Large area of rugged and comparatively remote coastal landscape on the edge of Cook Strait
- Significant for rare and threatened native species and coastal ecosystems
- Te Rimurapa heritage precinct of significance to mana whenua
- Historic sites associated with early settlement and World War II
- Visitor destinations: Te Rimurapa / Sinclair Head seal colony, Brooklyn wind turbine
- Challenging outdoor recreation opportunities
- Hawkins Hill (495 m) – highest point in the Outer Green Belt
- Large area in north under landfill designation

Local communities: Brooklyn, Happy Valley, Ōwhiro Bay, rural community

Local community volunteer activities: restoration planting, botanical surveys, track building, predator control, beach clean-ups, visitor behaviour education.

6.7.1 OVERVIEW

Sector 7 (1,124.3 ha) extends south from Zealandia along the main ridgeline, taking in the high points of Brooklyn wind turbine (380 m), Hawkins Hill (495 m) and Te Kopahou (485 m) before descending to the south coast, where it partly adjoins Taputeranga Marine Reserve. It also covers much of the steep country in the catchments of Te Hape and Waipapa Streams and parts of Carey's Gully that separate the main ridge from the urban area. Some 345 ha in Carey's Gully and surrounding slopes are designated for landfill purposes.

Master plan

A master plan for the Te Kopahou reserves is proposed in *Our Natural Capital*⁵⁸, which prioritises the area for protection as a significant ecological site. The *Open Space Access Plan* states that future track development of the Te Kopahou reserves will be considered as part of the master plan. The Council began preliminary work on a master plan in 2017 but has now decided to incorporate the project into this section of the Outer Green Belt Management Plan, rather than having a separate document, for the following reasons.

- Previously, the Outer Green Belt concept area ended at the top of the coastal escarpment in this sector but it is now proposed to extend the Outer Green Belt down to sea level to take in all the existing and proposed reserves in the Te Kopahou area.
- This Plan can guide future management of the area in the context of the Outer Green Belt vision for protecting, restoring and connecting nature, in line with *Our Natural Capital*, and balancing the various landscape, cultural, heritage and recreational values alongside biodiversity values.
- Integrated and connected management of the area will be enhanced because this Plan also encompasses the upper slopes and main ridgeline above Carey's Gully, which form an important link from the Te Kopahou area to Zealandia and other reserves such as Polhill and Long Gully Reserve.

6.7.1.1. Land status

The land in this sector is of varying status (see Management Sector 7 land status map). There are several classified scenic, historic and local purpose reserves adjacent to the coast. Inland, a large area that has not been gazetted as reserve land was originally acquired for sanitary works (disposal of refuse) but only about 200 ha has a landfill designation. The remaining part of the un-gazetted land is managed as reserve. It includes much of the Waipapa and Hape Stream catchments and has very high natural values. The land south of the landfill currently comes within the scope of the *South Coast Management Plan 2002 (SCMP)*. It has been loosely called 'Te Kopahou Reserve' in various subsequent documents, although it includes both non-reserve and several different types of reserve. A minor review of the SCMP will be required to reduce its scope to the urban coastline east of the Outer Green Belt. This could be done as part of the SCMP review, which is now well overdue and awaiting strategic direction in relation to coastal resilience and climate change. The unformed legal coast road comes within the scope of this Plan but is not reserve.

Further north, within the landfill designation and within the Outer Green Belt, are two landfills.

⁵⁸ *Our Natural Capital*, Action 1.1.1 (d)

The Council's *Southern Landfill* in Carey's Gully takes the City's municipal waste. It is currently at stage 3 of 5 stages planned to provide at least 50 years' capacity. Future requirements could change through the Council's commitment to reduce waste volumes, potentially aided by advances in waste management technology. The landfill is highly visible from the ridgeline above and will become more so as fill advances up Carey's Gully. The landfill plan includes a 200-metre buffer strip around the upper slopes of the gully but, nevertheless, areas of upper stream catchment, including vegetation, would disappear beneath the fill. Upon permanent closure of the landfill, the intention is to restore native vegetation to the site.

The privately run *C & D landfill* is located on Tip Track ridge on the south side of Carey's Gully and is accessed from Landfill Road. Under its resource consent, fill was previously permitted up to a level of 240 m asl, but the permitted height was increased to 270 m asl in 2017, which will take it up to very nearly the top of the ridge and cover earlier remedial planting. The C&D landfill designation area also allows for expansion into the adjacent gully, although the existing site must be fully remediated first. The landfill is very close to the public Tip Track so the higher level and loss of planting will increase its visibility to recreational users. The Council's compliance team monitors adherence to the consent conditions.

These two landfills are not on reserve land and operate under resource consents. The landfills provide an essential service in providing for disposal of the city's waste that will not be compromised by being in the Outer Green Belt. It is a priority to protect the open space values of land no longer intended for refuse disposal use through appropriate reserve classification. At this stage it is proposed to gazette all the unclassified land south of the Tip Track as scenic reserve. To the north, in the designated area, the future landfill requirements are to be reviewed within the timeframe of this Plan. As much as possible of the upper slopes will be left undisturbed and decisions about further reserve classifications, including the ridgetop where Hawkins Hill Road runs and the zipline is proposed, will then follow, taking account of the desirability of protecting an ecological link along the ridgetop between Te Kopahou and Zealandia.

The privately-run *T & T landfill* is in the next valley north of Carey's Gully, is partly on leased Council land. It will run for about another five years before reaching capacity. Decisions around future use and management of the land will be made on completion of remediation works and closure but it may have open space values that could complement the OGB reserves and/or suburban reserves network.

6.7.1.2. Nature

This sector is highly significant ecologically despite having been much modified by land clearance, grazing, pest animal damage, weed competition and fire. A number of rare and threatened plant and animal species, and naturally rare or threatened plant communities are present. Some of the rarity and/or threatened status is due to species being naturally uncommon, having adapted to the harsh local conditions; some is due to the major habitat modification which has reduced distribution to small pockets or vestiges of species and former habitats. The Te Kopahou Reserve is identified a 'priority biodiversity site' in *Our Natural Capital*, with objectives to increase the population of existing threatened, and regionally rare species, as well as locally significant species and ensure their habitat(s) are healthy and restored; and to connect other ecosystems in the surrounding area to enhance and enable ecological restoration. Part of this sector is identified as a site in the regionally significant Wellington South Coast Key Native Ecosystem, recognised by Greater Wellington Regional Council, as shown in the sector maps.

Native vegetation is gradually regenerating following historic clearance of most of the area for pastoral farming, primarily in the gullies and areas around remnant vegetation. Introduced weed species such as gorse and Darwin's barberry are also prominent as the landscape transforms. The vegetation is strongly influenced by the harsh conditions of the south coast and is patchy in distribution patterns.

In brief, there are several distinct ecological zones

- **Shore platform:** uplifted by earthquakes. Low-lying beach, dune and rock stack environments supporting hardy shrubs, grasses and herbs adapted to the salty environment and including small pockets of marsh and native turf, including rare plants vulnerable to damage.
- **Coastal escarpment:** very steep slopes, merging into rocky cliff environments in places, exposed to strong onshore winds; wind-shorn grey scrub, shrub, flax, tussock and herb vegetation; and habitat for some threatened species.
- **Exposed tops of ridges and spurs:** native grasses, tussock, speargrass, grey scrub and shrublands.
- **Valleys of Te Hape (Spooky Gully) and Waipapa (Te Kopahou) streams:** more sheltered conditions support a wider range of plants, in regenerating native shrublands and coastal forest including, as well as trees and shrubs, scrambling plants (e.g. clematis) and herbs (e.g. ground orchids). Regenerating tree hebe forest is a notable feature as is the presence of dracophyllum and other unusual shrubs high up on the slopes of Hawkins Hill. Species uncommon to the Wellington ecological district occur.
- **Happy Valley Road locality / Landfill buffer zone:** regeneration is less advanced in this area, as the land was retired later from grazing and fire risk has been higher due to proximity to roads. Gorse, tauhini and bracken are common; manuka, kanuka and some other broad leaved species are present. A feature in the buffer zone is some tree fern / astelia hillsides, similar to those that are a feature at Mākara Peak.

As the maps show the majority of this sector is registered as a permanent forest sink, a use that is compatible with manging the natural values, in particular, excluding grazing stock and managing weeds and pest animals to foster regeneration of the native vegetation.

Wildlife habitats are various, from the exposed coastal and ridgetop areas to the more sheltered inland gullies. Wildlife includes sea birds, seals (present at the well-known seal colony), the common skink and common gecko, forest birds and, of course, invertebrates.

The Speargrass Weevil⁵⁹

It may come as a surprise that around a dozen of New Zealand's weevil species and populations are recognised as being threatened with extinction. What is more, our speargrass weevils (*Lyperobius huttoni*) are one of the most threatened.

This tiny (2cm long weevil) eats only one plant species: the spiky speargrass (*Aciphylla squarrosa*). The soil-dwelling larvae feed on the roots. The adults eat the leaves and flower stalks.

The only North Island population of a group of weevils characteristic of the South Island high country is found around the Wellington south coast. They are hosted by *A. squarrosa*, which occurs on the coastal slopes to near sea-level. This population is threatened by browsing by pigs and goats which dig out and destroy their host plant. Being flightless and slow-moving, the weevils are also highly vulnerable to predation by rats and mice.

In 2006 the Department of Conservation estimated that there were fewer than 150 adult speargrass weevils surviving on the Wellington south coast. Between 2006-2007, 40 adult weevils were moved from Hawkins Hill to Mana Island, with financial support from the Friends of Mana Island, to establish a 'back-up' population in a safer habitat.

The current status of the south coast population is unknown and increased rodent and ungulate control is required to protect this unique species.

⁵⁹Source: <https://blog.tepapa.govt.nz/2015/11/20/speargrass-weevils-thriving-on-mana-island/>

Issues:

Harsh environment: (climate, soil, terrain) slow plant growth, low survival rates when planting.

Fire: flammable weed species and some flammable native vegetation too.

Steep topography: difficult access for weed and pest control – hard to establish vegetation cover after fire, weed control or ground disturbance.

Tracks: opening vegetation canopy (which could have taken some time to achieve) can result in weed invasion and spread of weeds along tracks; cutting a line through fragile remnant or re-establishing vegetation can destabilise e.g. the hebe forest. However new tracks can help with access to survey biodiversity and allow volunteers and workers to do animal control and planting.

Adjacent private land: source of weeds e.g. wilding pines. Also, trampling and browsing damage from feral pig, goat and deer in recent years due to the lack of boundary fencing.

Animal pests and weeds:

- Can adversely affect all parts of the ecosystem, including plants, birds, lizards, invertebrates - through competition; spread of weed seeds; damage from trampling, browsing, rooting; and predation—which all interfere with natural processes, including, importantly here, succession of native vegetation.
- The effects of weeds and pest animals can decimate the small existing populations of indigenous species here, making those populations even smaller and more isolated to the point they are no longer self-sustaining.
- Pig, goat and possum control, has benefited the regeneration of vegetation but ongoing control of ungulates (goats, deer, pigs), hares, rabbits and possums will be needed to protect native plant communities. Ongoing predator control will also be needed to protect vulnerable wildlife such as lizards and birds, including in due course, kiwi reintroduced under the Capital Kiwi vision. Much of the area has come under possum control in the last 12 months and sustained ongoing control will greatly benefit biodiversity.
- The open regenerating landscape is highly vulnerable to weed species. While some, such as gorse, may work as a nursery for native regeneration, others can derail the ecological succession process and are of particular concern. Old Man's Beard is an example. There is a need to closely monitor and manage weeds.
- Weeds of most concern are:
 - on the ridgetops, hillsides and valleys: old man's beard, and boneseed and some not locally indigenous native species including karo, karaka, houpara and pohutukawa;
 - on the coastal escarpment: boneseed; and
 - on the shore platform various weed species including buddleia, tree lupin and horned poppy.
- Weed control is targeted to protect species (e.g. dracophyllum) or high-value sites where infestations are at low enough levels for control to be feasible within the available resources.
- Darwin's barberry is at its southern-most extent in the city and less widespread than in other sectors, so some chemical control will be used in addition to biocontrol.
- Some aerial control of boneseed has been undertaken by Greater Wellington Regional Council in the KNE area as a containment action under its regional pest management strategy.
- ***More resourcing is needed for weed and pest animal control and fencing, taking into account the relative remoteness and difficulty of terrain, which add to costs.***

- There is potential to explore alternative technologies like drones to help gather information or manage species.
- *Climate change*: increased frequency and intensity of weather events (storms and droughts) and overall higher temperatures could increase the risk of new plant and animal species establishing to pest proportions.

Ōwhiro Bay Quarry: the site is still unstable and disturbed, which complicates its ecological recovery and restoration efforts.

Isolation: the area has been isolated from other natural areas by landscape-scale land clearance, urban development to the east and the landfill operation in Carey's Gully. However, there is potential to strengthen links to Long Gully, Zealandia and Polhill Gully through this sector and across Ōwhiro Valley to Tawatawa Reserve, which will help to connect and extend habitats of rare and endangered species and, in the face of climate change, enable species to move/relocate through the landscape if need be.

Capital Kiwi: the relative remote and undeveloped terrain is potential habitat for reintroducing kiwi under the Capital Kiwi project. However, much needs to happen first for a number of years in the way of pest animal control (in particular mustelids), so it is a long-term collaborative initiative.

6.7.1.3. Landscape and land use

Landscape

This is the most rugged and remote landscape in the Outer Green Belt, with a high level of natural character, despite having been significantly modified by land clearance and industrial-scale activities (quarry and landfill). The area is characterised by steep complex topography, including the entire catchments of several relatively short streams that flow through deep gullies and out to sea through narrow openings in the coastal escarpment. The escarpment, with its steep, exposed cliff faces, rock screes and clinging vegetation, is a visually striking landform, rising to nearly 300 metres in places, and curving out to the headland of Te Rimurapa / Sinclair Head. A narrow shore platform comprising shingle beaches, small dune areas and rocky outcrops runs along the shoreline below the escarpment.

From the southern and eastern suburbs the main ridge is a prominent skyline, emphasised by the landmark Brooklyn wind turbine and the radome on Hawkins Hill. Stunning views from the many vantage points take in the rugged south coast; the Terawhiti hill country and Mākara wind farm; Te Whanganui a Tara/Wellington Harbour and the Orongorongo and Rimutaka ranges beyond; and, on clear days, the Kaikoura Ranges of the South Island across Cook Strait.

The coastal escarpment has been substantially modified at the site of the former Ōwhiro Bay Quarry, which was closed in 2000 after more than 90 years' operation. The site is recognisable today in the large-scale benched faces on the escarpment immediately beyond the Te Kopahou Visitor's Centre. Rehabilitation of the site has been guided by the *Ōwhiro Bay Quarry Closure Management Plan 2000*, which was aimed at making the site safe for the public and starting site restoration. The initial stabilisation works were completed but implementation of the plan needs review as the stability of the quarry faces in an earthquake is uncertain and the planting outcomes could inform future restoration. Restoration planting, totalling some 14,000 plants, has extended from Te Hape Stream to Rimurapa / Sinclair Head. Planting of threatened and locally significant species has received community group financial and planting support in recent years.

The landfill activities in the vicinity of this sector have resulted in large-scale landform modification, which affect landscape values now and will continue to do so in the future, as explained earlier.

6.7.1.4. Culture and heritage

This sector is rich in cultural and historic heritage values.

Te Rimurapa Māori Heritage Precinct. The precinct, listed in the district plan, is an area of Māori settlement and significance dating back to Kupe. Sites of significance include former pā sites,

urupa, karaka groves and Pari-whero (Red Rocks). The south coast area was also important to Māori for food gathering.

Places of historic value include: the former Ōwhiro Bay Quarry site, dating back to gravel extraction activities in the 1900s and subsequent quarrying into the coastal escarpment; the coastal road and associated Hape Stream dam, which historically provided access round the coast; two groups of baches located at Red Rocks and Mestanes Bay, which date from 1900s- 1940s and are both registered as historic areas with Heritage New Zealand; the WWII fortifications on Rimurapa /Sinclair Head on former Māori Reserve land; traces of former farming seen in features such as old stock yards and fences; and the Hawkins Hill radome.

Some of these features and places require protective and/or remedial work. There is also potential for woody weed species to invade and damage and/or obscure sites and this will need to be monitored. Little is known about the origins of Te Hape dam but it was built before 1942 and is considered of local historical interest⁶⁰. Located about 100 m inland from the coast, it is a barrier to some fish species. It is proposed to construct a rock ramp to improve fish passage and otherwise allow the dam to deteriorate over time.

Excellent interpretation about mainly the coastal area is presented in displays at the Te Kopahou Visitors Centre but there is potential to tell more of the stories of this area in a range of ways, including digitally.

6.7.1.5. Recreation and access

This sector is a popular destination both locally and for visitors to Wellington:

- the Brooklyn wind turbine is an easily accessible drive-to viewpoint popular for sightseeing, with its expansive views over the city and harbour, rugged Terawhiti hill country and Cook Strait. Currently, a further attraction in this vicinity, which has been approved subject to resource consent and leasing arrangements, is a zipline, which would offer an adventure tourism opportunity in the head of Carey's Gully;
- the Te Kopahou ridge and gully system, inland of the coast, which provides opportunities for exploring a comparatively remote and rugged environment for the adventurous. The network of farm tracks is used by local horse riders as well as for walking and mountain biking ;
- the shoreline, beyond the Te Kopahou Visitors' Centre at the end of Ōwhiro Bay Parade, is popular as a comparatively accessible way to explore a dramatic coastal environment with strong natural character, see well-known natural features such as Red Rocks and the seal colony, and – for some – venture further to the more remote coast beyond, with its fishing, diving, tramping and 4-WD opportunities.

A fine balance is needed in this sector to enable visitors to experience the ruggedly dramatic natural environment and its rich stories whilst also protecting and restoring the very values that make the area so special.

Issues and opportunities

Ōwhiro Bay Quarry site: The instability of the former quarry faces on the coastal escarpment is a safety risk, currently managed with warning signs and, in places, barriers to contain rock fall. The passage of time and effects of natural events such as earthquake and storm could see the condition of the faces change, so monitoring will be needed and a system for assessing the risk and liability. It could be, for instance, that at that some stage the area should be closed to public access.

Coastal road: The public has a right of access on the unformed legal road that runs along the coastal platform from the gates at Hape Stream to Te Rimurapa / Sinclair Head and beyond. The 'practical' route generally follows the legal road but passes over adjacent land in places, including where the

⁶⁰ *Hape Stream Dam, Future Options* (2007). Prepared for Wellington City Council by Parks & Open Spaces Ltd.

actual legal road area lies over steep cliffs and rock outcrops. Much of the route is subject to constant tidal erosion and there is a risk of rock fall from steep slopes, including from the faces of the former Ōwhiro Quarry. The road is currently kept open by bringing in machines to regrade it as required, usually several times a year. In the longer term, the viability of maintaining a viable road is likely to be increasingly doubtful due to the effects of climate change.

The road is suitable for off-road vehicles but a higher level of competence is required to use the more isolated areas of the coast. It is popular with a wide range of users; many going as far as Te Rimurapa / Sinclair Head and a fewer number exploring further along the coast for diving and food gathering beyond the marine reserve. The road is also a useful route for land management and emergency access purposes. All users have an obligation to act responsibly, both in relation to other user groups and to protect the environment. User-related issues include: incompatibility between walkers, mountain bikers and drivers of motorised vehicles including motorbikes; vehicles unsuited to the unformed surface getting stuck; dumping of abandoned vehicles; vehicle and bike damage to vulnerable coastal ecology; and people disturbing wildlife; effects of coastal erosion; and risk of rock fall from the unstable faces of the former Ōwhiro Quarry. Beyond Sinclair Head, landowners also report paua poaching and anti-social behaviour by some coast road users.

The user conflicts were reduced some years ago by closing the road to vehicles on Sundays but still remain, especially in high use periods such as Saturdays and public holidays. Other options include restricting vehicle use for more days a week but that option would significantly impede access for regular vehicle users and people who otherwise might not be able to reach the seal colony at Te Rimurapa / Sinclair Head. Separating walking, biking and motorised use is another option but would involve widening the roadway or creating separate parallel tracks on the higher, more stable parts of the coastal flat, with potential to damage the natural character and vulnerable shore ecology. In the short to medium term, increased education about mutually respectful shared use is proposed while options for possible increased vehicle closure times, night-time permit-only access and speed restrictions under bylaw are investigated.

Tracks and access. A route connecting Polhill Reserve – Brooklyn wind turbine – Te Kopahou is identified as a Regional Trail in *Wellington Regional Trails for the Future 2017*. The exact route needs to be decided. Additionally, proposals for a number of new tracks in the Te Kopahou area have been received from the community and these will be considered through a public consultation process in terms of principles in *Open Space Access Plan 2016* and the general track network policies in this Plan. As part of the consultation, opportunities to improve the existing track network with some loop route connections and to enable exploration from the shore up the ‘hidden’ Hape Stream valley will be explored. The area’s high natural character, significant biodiversity values and potential for the deep stream valleys to be future kiwi habitat will need to be taken into account. New tracks in Te Kopahou can have a significant impact, as outlined earlier. Thin rocky soils and the harsh climatic conditions on the steep topography lead to slow natural vegetation regeneration and poor success rates with restoration planting of disturbed ground. Openings in the low canopy invite weeds to establish and funnel wind into the understorey. Slow rehabilitation of bare track batters on steep slopes will prolong their visibility. The Council considers a dense track network to be inappropriate, bearing in mind these factors as well as the more remote nature of the recreational experiences offering in this area.

As the Management Sector 7 future initiatives map shows, there will be two main entrances to the Outer Green Belt in this sector: one at the Brooklyn wind turbine where development of facilities is proposed (see general policies on entrances, amenities and way-finding) and the other at the Te Kopahou Reserve Visitor’s Centre on the coast, where visitor facilities are already well developed. In the future, there could be potential to develop off-street parking with a short connecting track up to Tip Track on a currently leased site off Ōwhiro Road on the south side of the Tip Track spur.

Hawkins Hill Road. This is an entrance to the Outer Green Belt and provides drive-on public access up to the Brooklyn wind turbine, a popular sightseeing spot, as well as walking and biking access south along the ridge to Hawkins Hill and beyond. The road is closed to public vehicle traffic at night by a gate at Ashton Fitchett Drive. There is also right-of-way access along the road to private

properties on the ridge and in Long Gully, which has seen increased use of the road in recent years and the need for long-term maintenance agreements. Careful management is needed to ensure safety for recreational users; options include measures to reduce vehicle speed and defining a separate path for walkers and bikers.

Baches: There are a number of baches on public coastal land. The baches do not have separate titles and are situated on reserve land, land intended to become reserve and on land classified as legal road. While the presence of the baches offers some benefits for coastal management (such as surveillance, rescue and security) they are private structures on public land that is managed for its natural characteristics.

A number of baches have been identified as having heritage significance. The baches at Mestones Bay and Red Rocks have been identified as Historic Areas by the New Zealand Historic Places Trust.

There are leases in place for all of the baches with terms that set the direction for ongoing management and the future of each building including expiry of the leases at (whichever is earliest) 2048, surrender of the lease, cancellation of the lease, the bach being uninhabitable or partially or completely destroyed.

Tramping opportunities: There is a future opportunity for tramping and overnight stay opportunities to be developed from the Te Kopahou area, which could offer a 'remote' recreation experience within easy reach of the city. Overnight accommodation within the Outer Green Belt is not considered appropriate (2ss 4.5.2.1) but a longer route around the coast to the Terawhiti hill country and Mākara coast is an option, which could involve private landowner partnership and provision for overnight stays.

6.7.1.6. Community

There are numerous opportunities for local communities, community groups and neighbours to help care for and enjoy the special values in this sector. Volunteer activities undertaken by conservation, recreation and residents' groups have included botanical surveys, track building, restoration planting, rubbish and beach clean-ups, public education and pest animal control. The popularity of the Te Kopahou coastline as a destination, the proximity of the Taputeranga Marine Reserve and the special cultural and heritage stories of the area are all aspects that could generate participation of special interest groups. Greater Wellington Regional Council is involved in managing the KNE area within this sector, including wider weed and pest animal control, and the Department of Conservation manages the scientific reserves at Te Rimurapa (Sinclair Head) and Pariwhero (Red Rocks), where a salt marsh field and the Red Rocks feature are protected.

The Te Kopahou coastal entrance is the main gateway to the South Coast for sea-based recreational activities, including gathering of kai, fishing, diving and snorkelling. It is therefore, a focal area for co-ordinating public education about the marine environment and resource use and for regulatory surveillance of recreational fishing. Public education days, organised jointly by the Department of Conservation, Ministry for Primary Industries and the Council have set a constructive precedent, which could be further developed to promote understanding and appreciation of the area's heritage and highly significant land-based biodiversity values.

Pariwhero/Red Rocks

Pariwhero/Red Rocks is a striking geological feature on the coast in the Te Rimurapa Precinct. The red, basaltic pillow lava was formed by lava erupting onto the seafloor while sediments were accumulating around it. It runs inland as a rock band but is exposed to view on the coastal edge.

6.7.2 ACTIONS

N = new initiative; E = Existing; Ex = Expand existing

(Notes: (i) Some 'new' projects come within larger funded programmes but have not yet been started.
(ii) Implementation depends on budget allocations.)

6.7.2.1. Land administration		
Land status		
1. Survey off and protect the currently unclassified land outside the designated landfill area as scenic reserve (see Management Sector 7 maps and Appendix III), and seek rezoning as Open Space (b)	N	1-5 yrs
2. Protect as much as possible of the open space outside the landfill sites, especially the slopes above the landfill in Carey's Gully, which is a key area of regenerating coastal forest linking the coastal area of Te Kopahou with Polhill Reserve and Zealandia. Ultimately, protect as reserve.	E	ongoing
Licenses and rights of way		
3. Work with landowners and businesses who have legal right of way on Hawkins Hill Road to manage and maintain the road in ways that will protect and benefit public access to and use of the Council's reserves.	N	3-5 yrs
6.7.2.2. Nature		
Caring for Nature		
1. Continue to work with Greater Wellington Regional Council on protecting and managing the Key Native Ecosystem site by implementing the Wellington South Coast KNE Management Plan 2016-2019 and subsequent editions.	E	ongoing
2. Undertake a feasibility study and trials to fence off areas to protect vulnerable plant and animal species from known threats (e.g. to protect Aciphylla from pigs or to protect vulnerable rare plants from rabbit/hare browse).	N	3-5 yrs
3. Work through the threatened plant working group and other partnerships to increase the population of existing threatened, and regionally rare species, as well as locally significant species and ensure their habitats are healthy and restored.	Ex	ongoing
Streams		
4. The streams in Waipapa and Hape Catchments are some of the least modified in Wellington City, protect them by avoiding any stream modifications	E	ongoing
5. Conduct a feasibility assessment and cost benefit analysis of options to improve fish passage past Hape Stream dam, taking into account its heritage value (see 6.7.2.4 (7) also).	N	1-2 yrs
6. Map all known seepages in the landscape and encourage restoration planting where appropriate to restore these habitats	N	3-5 yrs
Indigenous flora and planting		
7. Review the consent conditions for C&D and TNT landfills and ensure that all required restoration and buffer planting has been completed.	N	1-2yrs

8. Investigate and trial planting and maintenance methods on areas where ground has been exposed and/or disturbed e.g. through weed control or track building or maintenance work, to reduce the risk of weed growth.	N	3-5 yrs
9. Continue restoration planting of key threatened, or locally significant species, with continued community group funding/operational assistance.	Ex	1-5 yrs
Wildlife		
10. Continue to monitor the dispersal and establishment of native birds at the coastal end of this sector to help understand the role of the Outer Green Belt as a bird corridor at its farthest reaches.	E	ongoing
Weeds and pest animals		
11. Verify 2017 vegetation mapping for Te Kopahou to inform improvements in weed threat management of key habitat types.	N	1-2 yrs
12. Continue goat and pig control to maintain gains achieved since southwest peninsula goat control programme started in 2012 (highest priority for this type of control in the Outer Green Belt).	E	ongoing
13. Investigate with Greater Wellington Regional Council about increasing boneseed control on the coastal escarpment under the Regional Pest Management Strategy (estimated current area of aerial control is 30% of escarpment area).	N	1-2 yrs

Ecological values on private land		
14. Conduct a feasibility and cost benefit analysis for installing and maintaining a boundary fence to prevent feral animals (such as goats and pigs) from entering the Outer Green Belt from neighbouring rural properties. If shown to be viable seek funding	N	1-2 yrs
15. Support willing neighbouring landowners adjoining Te Kopahou Reserve to assist with trapping and other methods of pest animal and weed control.	Ex	ongoing
16. Work with neighbours to protect biodiversity values, such as threatened plants e.g. through education, fencing.	N	ongoing
17. Partner with landowners and/or occupiers of neighbouring properties to support native bush restoration in areas which have been retired from farming, to improve connectivity between Zealandia and Long Gully Reserve, and to protect the steep headwaters of the side streams draining into Long Gully.	N	ongoing
Research		
18. Conduct a survey of spear grass beetles to evaluate the current population and put in place appropriate measures of protection.	N	1-2 yrs
19. Conduct a review and report on the ecological restoration so far carried out on the former Ōwhiro Bay Quarry site, including effectiveness of methods, key factors to optimise survival and recommendations for the future of the site and restoring nearby areas (see 6.7.2.3 (1) also).	N	3-5 yrs
20. Re-do the photo points taken (1998) around the coast to record the effects on the shore vegetation after implementing the policy and site work at that time to limit 4WD vehicles to the formed coast road ⁶¹ .	E	1-2 yrs
21. In 2026-2027 redo the vegetation plot monitoring (5 plots in Te Kopahou) to evaluate changes as a result of initiating possum control in 2017.	N	5-10 yrs
22. Continue to support research into the factors limiting the dispersal of threatened or locally significant bird species from Zealandia such as tīeke, kākārīki, and toutouwai.	Ex	1-2 yrs
23. Encourage and enable research to improve knowledge of this natural landscape.	Ex	3-5 yrs
6.7.2.3. Landscape and land use		
Landscape management		
1. Review the <i>Ōwhiro Bay Quarry Closure Management Plan 2000</i> to identify any potential outstanding items, as well as identify any new public safety issues, such as stability of the old quarry faces. (see 6.7.2.2 (19) also).	N	1-2 yrs
2. Review the consent conditions of the C & D landfill to ensure compliance with rehabilitation conditions and need for additional screen planting along the Tip Track (see 6.7.2.2 (7) also).	N	1-2 yrs
3. New Structures on coastal land will be limited, specifically on the seaward side of the road to only those that are necessary		Ongoing

⁶¹ Report: *Scientific Study of Vehicle Impacts on Wellington's South Coast* (Jct 1998), Harrison Grierson Consultants Ltd.

<p>4. Seek removal of existing structures where their impacts on the environment and recreation uses outweigh their benefits, including:</p> <ul style="list-style-type: none"> • Removal of all structures related to private use from land covered by this management plan that is intended to be managed as a natural area unless the structure adds significantly to the use of the coast road • Removal of any obsolete infrastructure. 		Ongoing
6.7.2.4. Culture and Heritage		
Protection and restoration of sites and features		
<p>1. Investigate, in consultation with mana whenua, how best to manage sites of significance e.g. pā sites</p>	E	ongoing
<p>2. Maintain vegetation around the historic features and structures to protect them from damage and, where appropriate, maintain views.</p>	E	ongoing
<p>3. If heritage values of a given site or structure are adversely affected by a rare, threatened or uncommon native plant or animal, management options will be identified and evaluated in terms of protecting the heritage values.</p>	N	ongoing
<p>4. Carry out any earthworks within Te Kopahou Reserve (i.e. any of the areas with existing or proposed reserve status in this Plan) in accordance with the archaeological requirements of Heritage New Zealand.</p>	E	ongoing

5. Work with Heritage New Zealand to manage sites in this sector listed in the Heritage New Zealand register of historic sites.	N	ongoing
6. Taking into account the desire to preserve historic heritage whilst protecting public safety, commission historic conservation and technical structural experts to: a) identify which historic structures to: <ul style="list-style-type: none"> • maintain, repair and strengthen; or • retain but fence off from the public; or • remove; and b) advise on any removal and remedial works then undertaken, as resources permit.	N	5-10yrs
7. Allow the Hape Stream dam to deteriorate over time subject to periodic checks of its stability for public safety (see 6.7.2.2 (5) also).	N	ongoing
Interpretation 8. Develop interpretative material in a variety of media about cultural and heritage features and history in this sector, as resources permit and within the overall Outer Green Belt interpretation planning (see general policy 4.4.2.2 and 4.6.2.7); focusing particularly on an updated map of Te Kopahou showing the key cultural and historic heritage features, some introductory information about them and how to visit them via the track network.	N	5-10 yrs
6.7.2.5. Recreation and access		
Recreational activities 1. Continue to run regular public education days, in collaboration with the police, fisheries, DoC and GWRC. Encourage visitors, by way of onsite, brochure and digital information, to keep to tracks to avoid damaging the fragile ecology in Te Kopahou.	E	ongoing
Track network 2. Prepare and implement an engagement plan to investigate the need, feasibility, suitability and timing of developing new tracks, in consultation with the community, under the criteria outlined in the general track network policies in this Plan, which include ecological impact assessment criteria in the <i>Open Space Access Plan 2016</i> and detailed professional track building and ecological route assessment in the field, bearing in mind the need to: <ul style="list-style-type: none"> • consider the more remote, rugged landscape character of the Te Kopahou area as a setting for recreation; • minimise short and long-term impacts; • avoid sites of high ecological value. Work out the best route for the Skyline Track to be sign posted through this Sector.	N	1-2 yrs
3. Limit the development of the track network in this sector to the existing tracks and any tracks approved under the assessment and consultation process outlined	N	Ongoing

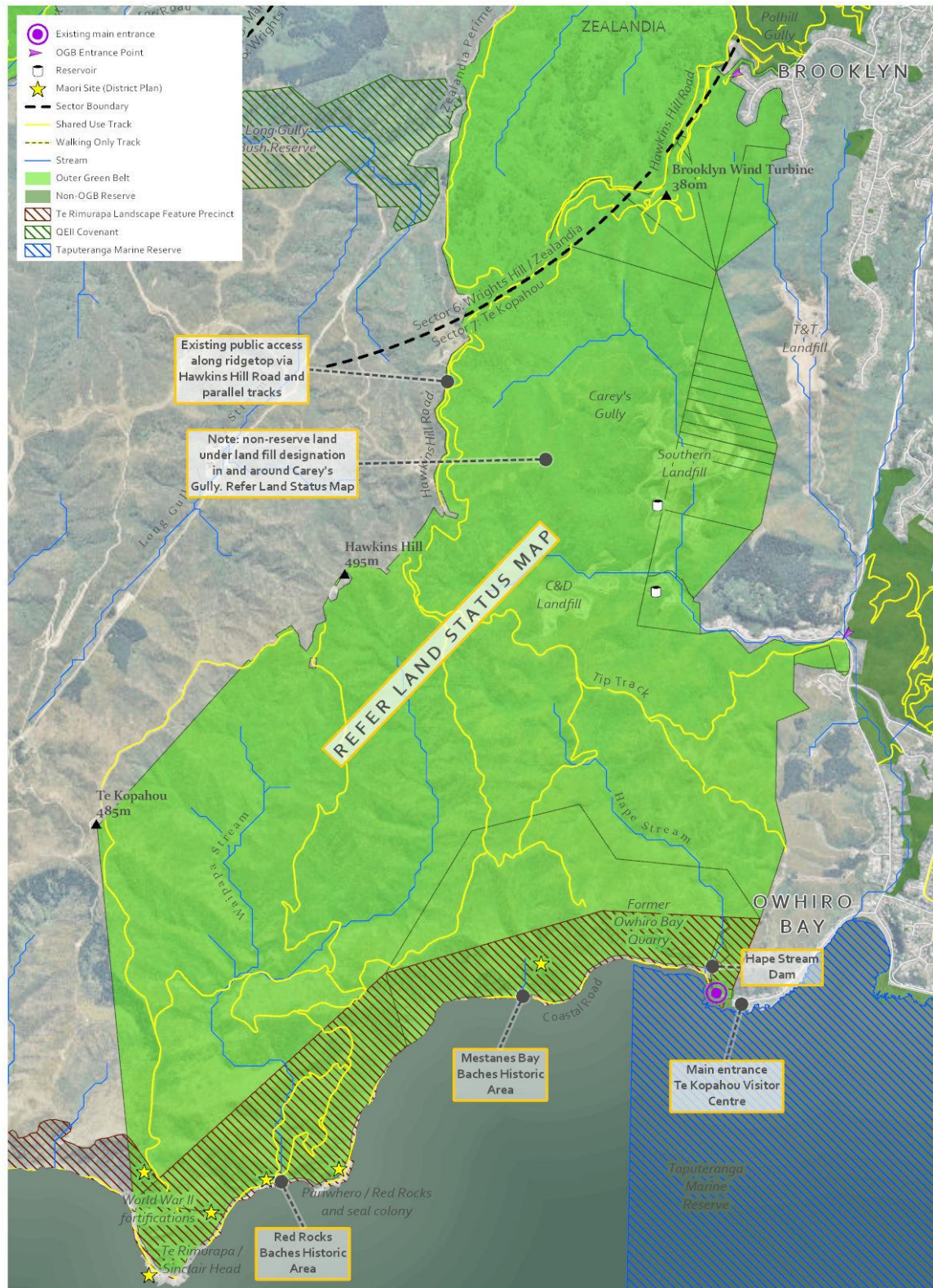
in the preceding action for the duration of this Plan.		
<p>4. Investigate options to improve the safety for recreational users on Hawkins Hill Road and implement agreed measures, including areas of separation between vehicles and pedestrians/cyclists:</p> <p>a) planning;</p> <p>b) implement physical upgrades.</p>	<p>N</p> <p>N</p>	<p>1-3 yrs</p> <p>3-5 yrs</p>
<p>5. Continue to close the coast road to vehicle use on Sundays. Increase park ranger and volunteer warden patrols and user education days throughout the week to encourage safe vehicle speeds and promote respectful shared use behaviour. Monitor use and behaviour over time.</p>	<p>Ex</p>	<p>ongoing</p>
<p>6. Investigate, in consultation with the community, options for managing vehicle access on the coastal road to help safeguard users and protect the environment from damage, including under bylaw and/or an access permit system. Consider options, mechanisms and legal requirements for managing any further access restrictions that may be needed.</p>	<p>N</p>	<p>1-2 yrs</p>
<p>7. Develop, disseminate and promote a shared use behaviour code for users of the coastal unformed legal road.</p>		
<p>8. Develop and implement assessment criteria to guide decisions on managing the risk to the public of rock fall from the former Ōwhiro Bay quarry site and other</p>	<p>N</p>	<p>1-2 yrs</p>

steep faces on the coastal escarpment, including a review of the existing warning signage.		
Track Maintenance & development		
9. Continue to install minor alternate routes where gradients on 4WD tracks are so long and steep as to detract from recreational enjoyment and to enhance operational access for emergency, fire control and land management purposes.	E	ongoing
10. Ensure stream crossings are either fords at grade (wet-feet crossings) or built over water courses with no use of culverts.	E	ongoing
Entrances, facilities and way finding		
11. Develop the Brooklyn wind turbine area as a main entrance to Te Kopahou, with: a) toilets and drinking water; b) and more information about the Outer Green Belt and recreational opportunities, including a map board, and improved interpretation signage.	N	5-10 yrs
12. Assess the feasibility of developing off-street parking off Ōwhiro Road with off-street access to the Tip Track and, if feasible, implement.	N	5-10 yrs
13. Investigate the opportunities for developing a long-distance tramping route around the coast beyond Te Rimurapa/Sinclair Head, in partnership with private landowners, including provision for 'remote' overnight stays.	N	3-5 yrs
Way finding		
14. Continue to update the wayfinding signage to help guide visitors on the track network.	E	ongoing
15. Add distances and typical walking and biking times to track information at the main entrances and appropriate junctions of the track network, including: at the Brooklyn wind turbine, at track junctions near Hawkins Hill, at the shoreline entrance at the end of The Esplanade, and at the potential Happy Valley Road entrance.	N	ongoing
6.7.2.6. Community		
Awareness		
1. Continue to run regular public education days, in collaboration with the police, recreational motorised vehicle clubs and other agencies, to encourage visitors to share the coastal road and tracks respectfully, keep to tracks, and avoid damaging the fragile ecology in Te Kopahou. Use brochure and digital information as well as personal interaction, to engage visitors with the special natural values of Te Kopahou and the efforts and challenges required to protect and restore that landscape.		
2. Continue to work with the Department of Conservation, the Ministry for Primary Industries and Friends of Taputeranga Marine Reserve to co-ordinate shore-based management of the Taputeranga Marine Reserve and public education about the marine resources in the reserve and south coast in general	N	3-5 yrs

<p>Work with neighbours</p> <p>3. Work with the neighbours and the community to ensure efforts to protect species are connected through the landscape, as an ecological corridor regardless of land ownership.</p>	Ex	ongoing
<p>Work with volunteers</p> <p>4. Continue to engage with, develop and facilitate partnerships within the community to help look after and promote public awareness of the special values of the reserves and coast in this sector e.g. care groups, track work, public education days.</p>	E	ongoing
<p>5. Establish and maintain long-term partnerships with any tourism operators associated with this sector (e.g. seal tour operator) to contribute to long-term ecosystem protection and enhancement.</p>	N	ongoing

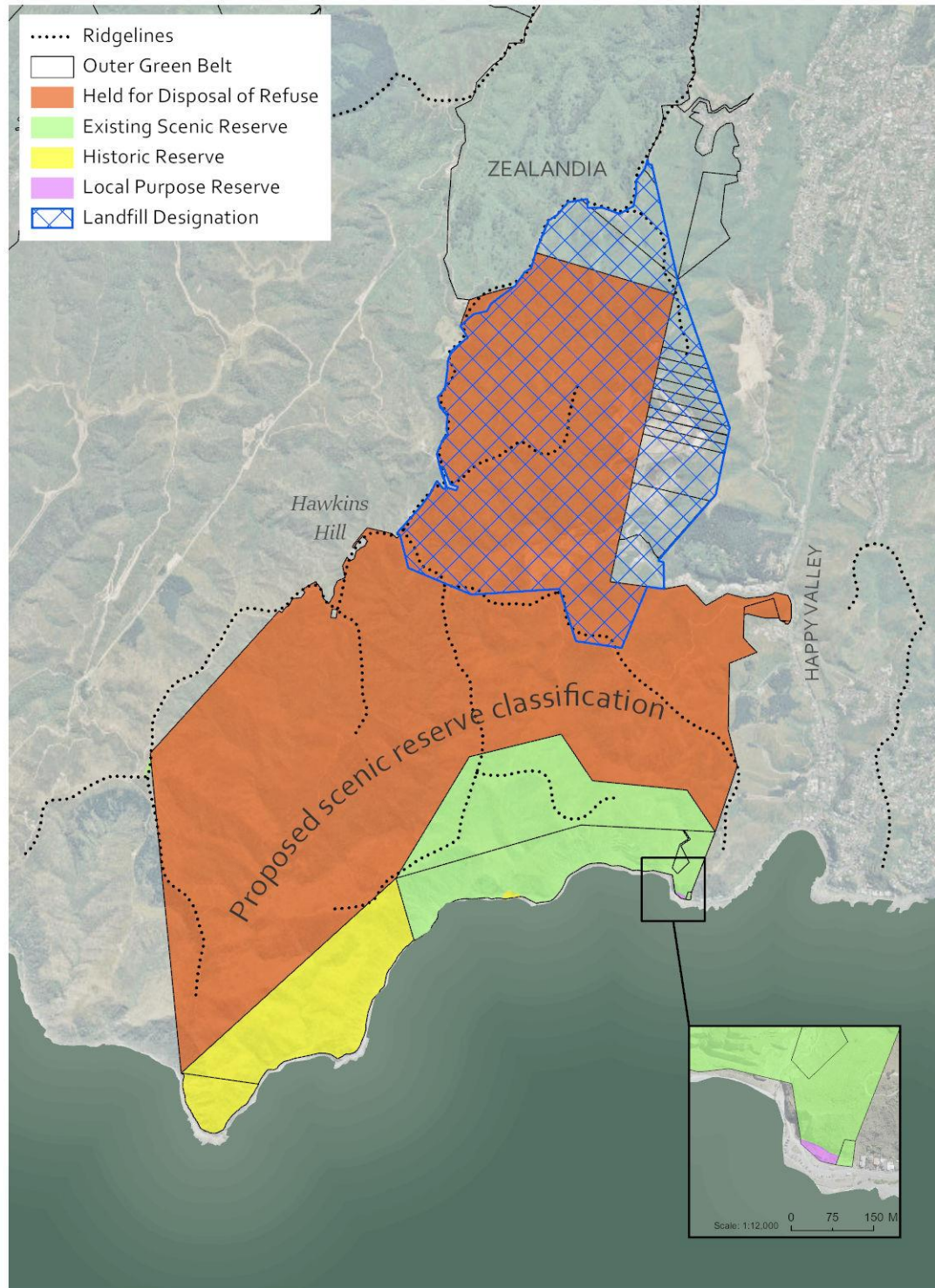
Sector 7: Te Kopahou - Current

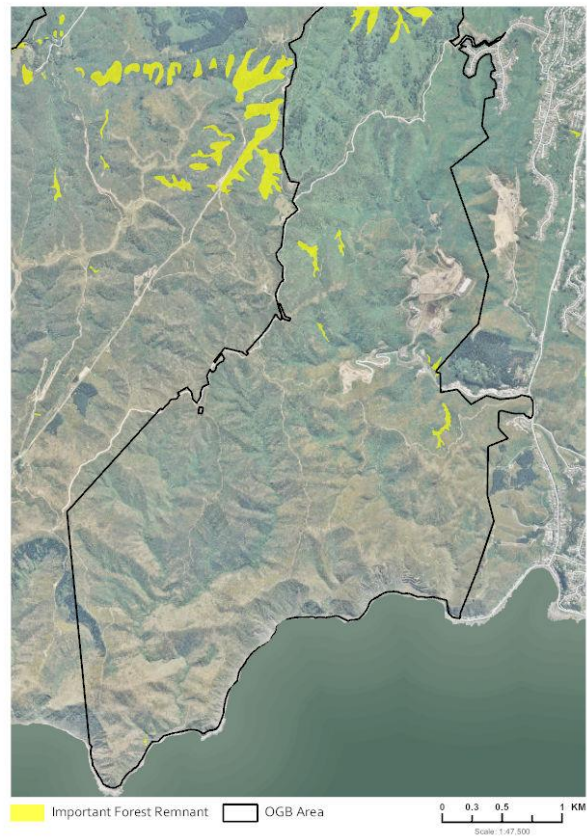
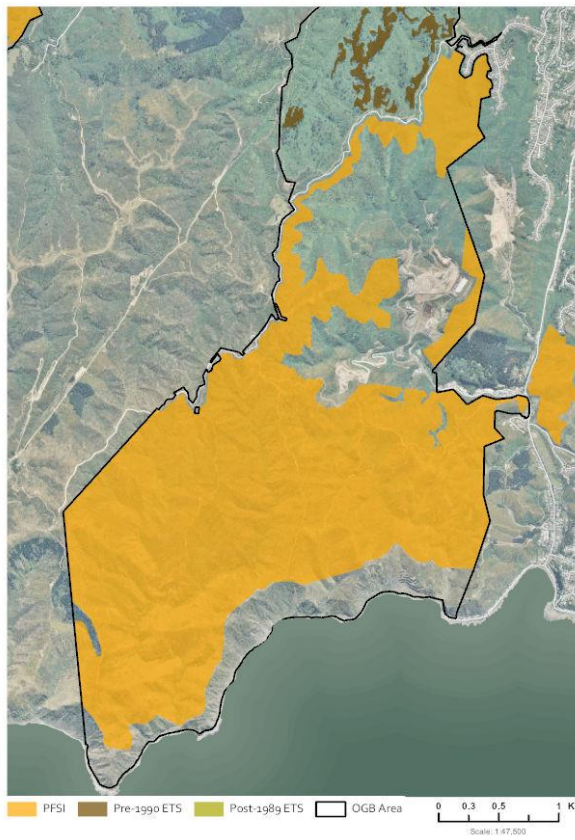
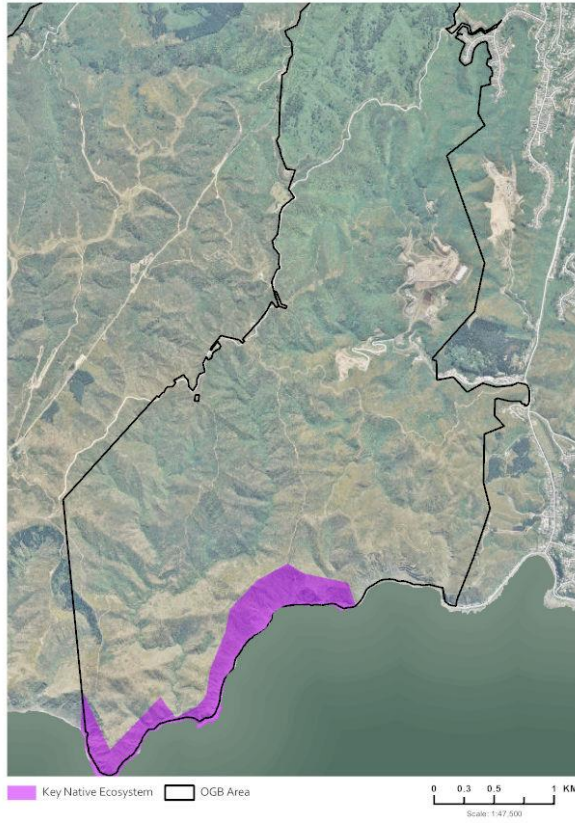
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Te Kopahou Land Status in 2019

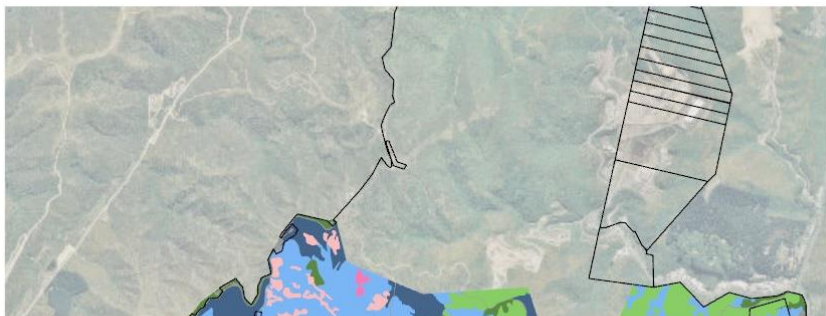
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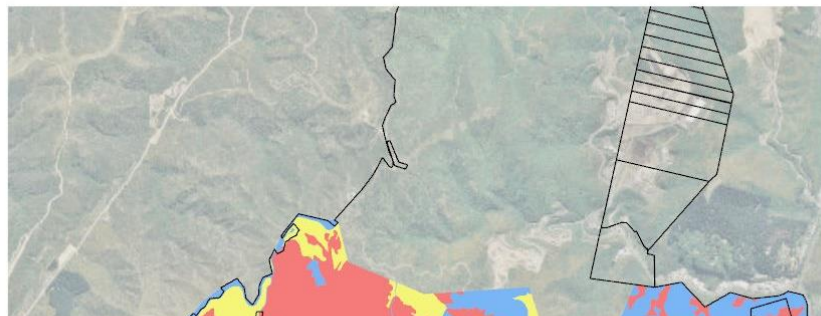
Te Kopahou Vegetation Types

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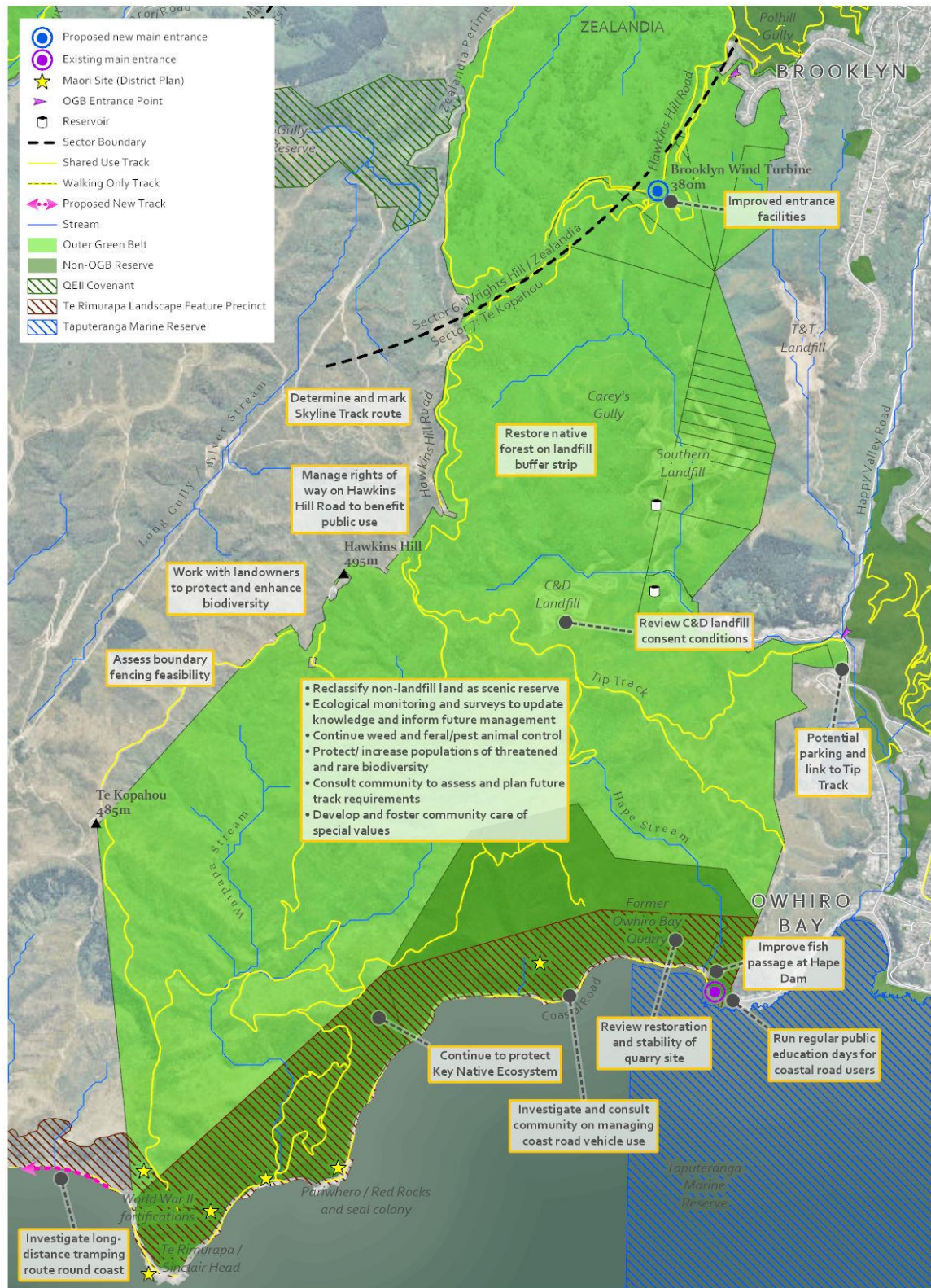
Te Kopahou Vegetation Areas of Ecological Significance

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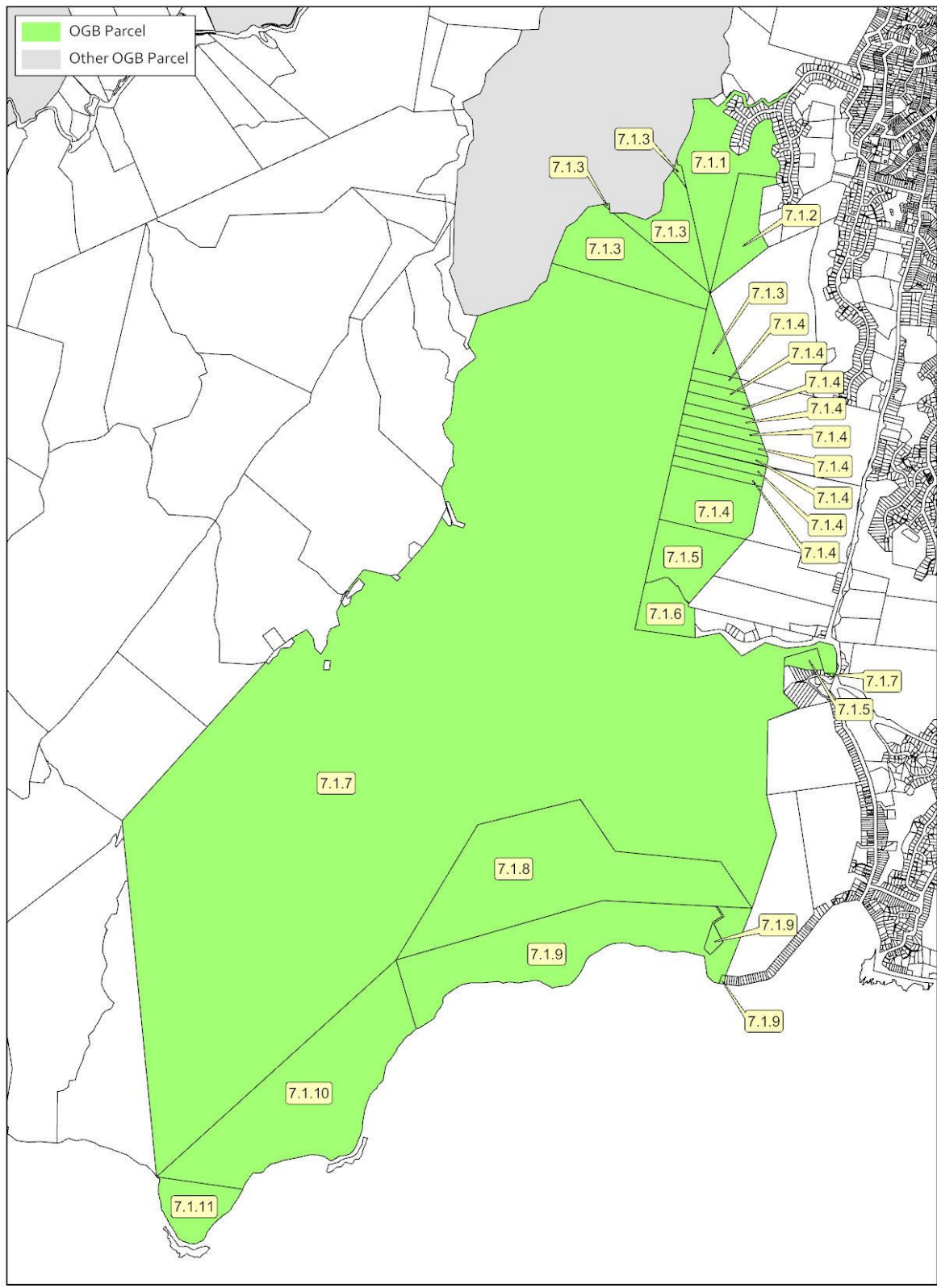
Sector 7: Te Kopahou - Future Initiatives

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Sector 7: Te Kopahou

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Management Sector 7: Te Kopahou: land title schedule										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Carey's Gully	7.1.1	2350	Lot 197, DP86200	53D/837	25.4755 ha	Scenic Purposes (b)	GN 9561291.3	Part Open Space B, , Part Outer Residential	Subject to the Reserves Act 1977. Sewage Drainage easement in Easement Certificate B237420.6. Right of Way, Sewage and water drainage, gas, electricity, telephone and water supply in easement certificate B446147.5. Subject to Section 243(a) Resource Management Act 1991. Subject to rights of way created by Proclamation 517033. Subject to right of way in Transfer B544225.1. Fencing Agreement in Transfer B602156.5. Subject to right of way in Easement Certificate B698354.11. Subject to electricity conveyance, telecommunications and gas supply easements in gross in Transfers B698354.19, 21 & 23, subject to Section 243(a) Resource Management Act 1991.	
	7.1.2	2350	Lot 2 DP 83822	50D/883	10.4550 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B	Subject to the Reserves Act 1977.B614527.1 Resolution under Section 321(3) @ Local Govt Act 1974. Appurtenant hereto are a ROW, sewage and water drainage, gas, electricity telephone and water supply easement in Transfer B446147.5 subject to Section 243(a) Resource Management Act 1991. Fencing Agreement in transferB602156.8and land covenant in Transfer B602156.8.	
Southern Landfill	7.1.3	1081	Pt Sec 4, 5, and 6Upper Kaiwharawhara District and Pt Sec17 Owhiro District	20C/479	37.3846 ha	Sanitary Works (disposal of refuse).		Open Space B, Conservation, part Outer residential	WCC Land held for Sanitary Works (Disposal of Refuse). NZ Gazette 1979/3769. Designated for Refuse Disposal and Associated Works (Designation 61, map ref 2). Subject to a ROW easement created by Proclamation 517033.B544225.3 Transfer grant of ROW	Propose protecting northern section as local purpose reserve for scenery and landfill buffer purposes.
	7.1.4	1081	Pt Subdivisions 8, 9, 10, 11, and 13 of Sec 19 Owhiro District, Pt Subdivisions15,16 , and 17 of Sec 21 Owhiro District and Pt 14 of Sec 19 and 21Owhiro District.	12D/875	37.6584 ha	Sanitary Works (disposal of refuse).		Open Space B	WCC Land held for Sanitary Works. NZ Gazette 1976/2765. Designated for Refuse Disposal and Associated Works (Designation 61, map ref 2). The land has no frontage to a public road. B.496009.1 Transfer grant of a profit a prendre to take Landfill Gas over part in favour of Nova Gas Limited, for20 years from 1995.	Propose protecting as local purpose reserve for landfill and related purposes to reflect the long term strategic importance of this land for the Council and the city.
	7.1.5	1081	Pt Sec 22 Owhiro District	46B/601	13.3404 ha	Sanitary Works (disposal of refuse).		Open Space B	WCC Land held for Sanitary Works. NZ Gazette 1975/1015. Designated for Refuse Disposal and Associated Works (Designation 61, map ref 2). Appurtenant hereto are water and pipeline rights over Lease A031941 (CT 515/31). B.496009.1Transfer grant of a profit a prendre to take Landfill Gas over part in favour of Nova Gas Limited, for 20 years from 1995.	Propose protecting as local purpose reserve for landfill and related purposes to reflect the long term strategic importance of this land for the Council and the city.
	7.1.6	1081	Lot 4 DP 26908	No CT	7.3576 ha	Not a reserve		Business 2	Designated for Refuse Disposal and Associated Works (Designation 61, map ref 2). NZ Gazette 1976/639	Propose protecting as local purpose reserve for landfill and related purposes to reflect the long term strategic importance of this land for the Council and the city.

Management Sector 7: Te Kopahou: land title schedule (cont'd)										
Reserves Name (gazetted) or Site Name [still to be checked]	Mapping Reference	WCC Site number	Mapping Reference	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
	7.1.7	1081	Lot 1 DP 29398 and Lots 1 and 2 DP 29742	21D/612 Pt	789.6713 ha	For Sanitary Works (disposal of refuse).		Open Space B and Part Outer Residential	WCC Land held for Sanitary Works (disposal of refuse). NZ Gazette 1972/733, 1978/199. Part of this land is designated for Refuse Disposal and Associated Works (Designation 61, map ref 2). The southern portion of the land in this CT (the area to the south of the broken red line on the sector maps) is mostly within the Outer Green Belt concept area but is managed under the South Coast Management Plan. Includes Maori Heritage Site M41	Propose surveying the area and protect the southern portion as scenic reserve – south of the 'Tip Track'. Consider whether the upper slopes of the northern part should also be surveyed and protected as local purpose reserve for scenery and landfill buffer purposes, or protect all of the northern part as local purpose reserve for landfill and related purposes. Consider re Zoning the southern area conservation.
	7.1.8	2327	Lot DP 61218		71.635 ha	Scenic Reserve		Conservation		
	7.1.9	2327	Lot 1 26786, Pt Lot 1 DP 26908 and Lots 1 and 2 DP 10394		55.33 ha	Scenic Reserve		Conservation , Open Space B and Outer residential	Includes Rimurapa Landscape Feature Precinct and Māori Heritage Sites M43	Re zone all Conservation
Pawhiro / Red Rocks	7.1.10	1945	Lot 1 DP 288121		65.5085 ha	Historic Reserve		Conservation	Includes Rimurapa Landscape Feature Precinct and Māori Heritage Sites M 44 and 45	
Te Rimurapa / Sinclair Head	7.1.11	1086	Sec 100 Terawhiti District		10.472 ha	Historic Reserve		Conservation	Includes Rimurapa Landscape Feature Precinct and Māori Heritage Sites M43	

7 APPENDICES

APPENDIX I. OUTER GREEN BELT BRIEF TIMELINE

1972	<p>The Wellington City Council published Preserving Wellington’s Open Space, proposing an ‘Outer Town Belt’. The original vision was as follows.</p> <p><i>Several connector links are required to form a continuous green belt or outer town belt encircling the outer city suburbs from Brooklyn and Karori north to Johnsonville and Churton [Park]. These links will enable the retention of the skyline surrounding the suburbs, the protection of local features such as MākaraHigh, the formation of a walkway system surrounding the city and possibly in later years, a scenic drive, and a segregation between housing and rural land uses. The outer skyline reserves would then effectively repeat in form and intention the Town Belt, preserved in the original city layout.</i></p>
1973	<p>North Johnsonville Progressive Association proposed that the Council purchase land from Ōwhiro Bay north to Porirua City for “future extension of the Town Belt”.⁶²</p>
1978	<p>Eight objectives, including:</p> <ul style="list-style-type: none"> • protect bush-clad hillsides, soils, wildlife and open space • preserve land for public recreation • improve and enhance the rural landscape near urban areas • protect the natural features of the landscape as a scenic and recreation amenity, particularly the skyline ridges.
1983 & 1985	<p>Acquisition of ‘Outer Town Belt’ lands endorsed with priority given to the lands behind Otari-Wilton’s Bush and Ngaio. Some areas were already in Council ownership, such as Khandallah and Johnsonville Parks, Otari-Wilton’s Bush and Johnston Hill.</p>
1987	<p>The concept of the ‘Outer Town Belt’ confirmed, “to provide a continuous open space network on the skyline from Karori to Johnsonville”.</p>
1992	<p>Restated the aims as:</p> <ul style="list-style-type: none"> • fulfilling the functions of structuring suburban growth • protecting the significant landscape of the skyline behind the suburbs of Karori, Ngaio, Khandallah and Johnsonville • providing a buffer between residential and rural land and ultimately the provision of land for informal recreation, mainly as a skyline walkway. <p>Land acquired at MākaraPeak, Wrights Hill, Karori Reservoir (now Zealandia) and Otari-Wilton’s Bush.</p>
1996	<p>Concept expanded to include the ridges north to Tawa but with a more cautious approach by considering alternatives to outright land purchase. Need flagged for a more comprehensive strategy for protecting important open space, landscapes and ecological values across the city.</p>

⁶² WCC archives: 00001:1905:50/830 Pt 3, Town Belt (general file), (Deed 188), 1970-1974.

	Land acquired on the flanks of Mt Kaukau, on the hilltops above Otari-Wilton's Bush, on Ohariu ridge above Redwood, at Larsen Crescent Bush, and at Old Coach Road.
2004	<p>Publication of Wellington's Outer Green Belt Management Plan. The 170-page document, complete with detailed maps, provided comprehensive policy, still based on the core concept of a continuous green belt protecting ridgetop landscapes, enhancing native bush and providing public access.</p> <p>Land acquired since 2004 includes areas above Otari-Wilton's Bush, adjacent to Karori Park, above Tawa/Linden (Te Ngahere-o-Tawa), and above Churton Park off Ohariu Valley Road.</p>

APPENDIX II. POLICY / PLANNING CONTEXT

KEY GUIDING COUNCIL POLICIES AND STRATEGIES

Wellington Towards 2040: Smart Capital

The Council's vision for Wellington focusses on the city's future development over the next 20 years, building on Wellington's current strengths whilst acknowledging the challenges the city faces now and over the medium to long-term and the changing role of cities. The vision is supported by four community outcomes based on the city's competitive advantage. These are: eco-city; connected city; people-centred city; and dynamic central city. The Outer Green Belt and other reserves help realise the vision in a number of ways including protecting green infrastructure, influencing urban form, strengthening environmental resilience, strengthening sense of place; and supporting communities in being actively involved in places where people connect with each other.

Long-term plan 2018-2028 and annual plans

The Long-Term Plan (LTP) sets out the Council's investment priorities over the following ten years and underpins *Wellington Towards 2040: Smart Capital*. Year-to-year spending on significant projects and programmes outlined in the LTP is allocated under annual plans and the LTP is reviewed every three years, with public feedback, to ensure it remains relevant and accurate. Over the 2018-2028 period LTP investment in a range of projects and initiatives will be aimed at making Wellington more resilient, vibrant and competitive and ensuring residents continue to enjoy a high quality of life. Five prioritised focus areas are: resilience and environment, housing, transport, sustainable growth, and arts and culture. Of particular relevance to the Outer Green Belt within these priorities, are predator-free projects, eco-friendly community efforts, and support for the regional trails framework.

Wellington Urban Growth Plan – urban development and transport strategy: 2014-2043

This urban development and transport strategy is used to plan for expected growth in Wellington's population to around 250,000 by 2043. Its purpose is to guide Council's decisions relating to urban growth planning, transport, land use, housing and infrastructure. Key outcomes are to achieve a compact, liveable and resilient city set in nature. Of particular relevance to the Outer Green Belt is the emphasis on protecting the natural environment from the impacts of development and to ensure a liveable and attractive city and the need to contain future development within the existing urban limits. Specifically, it sets an objective of completing the Outer Green Belt, completing the Skyline Walkway, and developing Wellington as a premier mountain biking destination.

Our Capital Spaces – an open spaces and recreation framework for Wellington: 2013–2023

Part of the Our Living City programme. Initiatives come under four outcomes: (i) getting everyone active and healthy (good signage and information, accessibility); (ii) protecting our birds, nature, streams and landscapes; (iii) contributing to Wellington's outstanding quality of life (education attractions, world-class walking and biking destination, regional and national events); and (iv) doing it together (community gardens and restoration projects, shared sports management, schools). Of particular relevance to the Outer Green Belt are site-specific actions and, more generally, the need to provide good signage and information so people know what's available to them; a focus on short accessible walking and biking tracks and joining up tracks between suburbs; the need to cater for older people; a focus on healthy ecosystems and contact with nature; and community partnership in caring for open spaces.

Our Natural Capital – Wellington’s indigenous biodiversity strategy and action plan 2015

Our Natural Capital, Wellington’s biodiversity and action plan, is about Wellington’s indigenous biodiversity: the species that occur or occurred naturally in Wellington. The main aim is to protect and restore indigenous biodiversity so it is thriving once more. Strategic outcomes include no further loss or reduction in locally indigenous species or ecologically significant areas; reintroduction of lost species; original ecosystems well-represented and self-sustaining; and well connected habitats. Additional outcomes are focused on people: connecting people to nature; fostering their knowledge and sense of kaitiakitanga; fostering enthusiasm for abundant nature; taking leadership in managing and researching indigenous biodiversity in an urban context. Many of the objectives and actions in *Our Natural Capital* are relevant to the Outer Green Belt with its large area containing much of the city’s important biodiversity.

Wellington Resilience Strategy 2017

The strategy is a blueprint to guide Wellingtonians will prepare for, respond to and recover from major disruptions such as earthquakes and the effects of climate change. The stated vision is: ‘As Wellington moves and changes, everyone here will survive and thrive.’ Three goals support this vision: that people are connected, empowered and feel part of a community; that decision making is integrated and well informed; and that homes, natural and built environment are healthy and robust. The Outer Green Belt has a role to play in providing places and activities for people to connect; sustaining a healthy environment; and providing resources and places of sanctuary in emergencies.

Low Carbon Capital Plan (2016)

The plan identifies three pillars for climate change action for Wellington:

1. Greening Wellington’s growth
2. Changing the way we move
3. Leading by example, in particular, through a carbon management policy and forestry.

A large proportion of the City’s current carbon storage forest areas are within the Outer Green Belt under the Emissions Trading Scheme or Permanent Forest Sinks Initiative and there could be further carbon forestry opportunities.

Wellington Heritage Policy (2010)

The strategy is based upon idea that Wellington’s historic features, sites and places are a finite resource and are important in shaping what makes Wellington unique. It outlines objectives and actions based on the following goals:

Recognition - Wellington's heritage is recognised as contributing to our understanding of our cultural diversity and awareness of sense of place;

Protection, conservation and use - Wellington's unique character is enhanced by the protection, conservation and use of its heritage;

Sustainable economic use - Wellington's heritage is acknowledged as contributing to a vibrant economy.

REGULATORY AND GOVERNANCE FRAMEWORK

The Reserves Act

The Outer Green Belt Management Plan has been prepared under the provisions of the Reserves Act 1977 (“the Act”). Management plans outline the Council’s intentions for the use, enjoyment, maintenance, protection, and preservation of its parks and reserves. The aim of this legislation is to

ensure that reserve management and development is based on sound principles, and that there are adequate controls for the purpose of the reserve. Section 41 of the Act sets out the purpose and procedure for preparing a management plan. It also requires that management plans are kept under continuous review to adapt to changing circumstances or in accordance with increased knowledge. The Outer Green Belt Management Plan is an omnibus plan (covering more than one reserve) that applies to the land shown on the maps and schedules for each Sector (Part 6). Council approval of activities in reserves under the Reserves Act takes the form of Land Owner Approval. These “land owner” powers can take the form of permits, leases, licences, and easements and may require public notification. Rules for use and development are outlined in Chapter 4

The Resource Management Act and allied plans

Wellington City District Plan

The Wellington City District Plan is the Council’s principal regulatory document setting out objectives, policies, methods, and rules for managing the city environment, land uses and associated activities. It is prepared in accordance with the Resource Management Act 1991. The rules allow the Council to exercise control over the type of building and activity that occurs, and this control is exercised by way of the resource consent process. In reserves, depending on the nature and scale of a development (for instance, a building, major track development and so on), it is likely that approval for any given activity will need to be given by the Council (as land owner) and through Resource Consent (as regulatory authority). Building consents and compliance with the Wellington Consolidated Bylaw 2008 may also be required. In the district plan, the Outer Green Belt reserves are generally zoned Open Space B (Natural Environment) or Conservation, although a number of land parcels have Outer Residential, Heritage Area, Open Space A or Residential zonings. The zonings are listed in the land schedules in Part 6 of this Plan. Much of the Outer Green Belt also comes within the ridgelines and hilltops overlay in the district plan where provisions to avoid visually obtrusive development apply.

Regional Policy Statement (RPS)

The RPS is developed and administered by Greater Wellington Regional Council (GWRC). The RPS is a mandatory requirement under the RMA and sets out the key issues for the region and objectives and policies for managing these issues. Regional and district plans must give effect to the RPS.

Key objectives of the Wellington RPS relate to air quality, the coastal environment, freshwater management, indigenous ecosystems, landscapes, regional urban form, and an efficient regional transport network.

Proposed Natural Resources Regional Plan (PNRRP)

The PNRRP gives effect to the regional policy statement. It contains specific rules relating to soil conservation, biodiversity, the quality and quantity of water, air quality, and the coast.

The district plan must not be inconsistent with the PNRRP.

OTHER GUIDING PLANS & PROGRAMMES

Wellington Regional Trails for the Future – a strategic framework for trails in the Wellington Region, 2017

Collaboration between territorial authorities, the regional council and Department of Conservation in the Wellington region to develop the trail network so that the region is recognised as a world-class destination for trail-based outdoor experiences. The framework sets out various co-ordinated initiatives around such things as information / marketing, establishing a community engagement forum, trail development, and guidelines on design standards and shared trail use. A hierarchy of outstanding ‘signature trails’, significant ‘regional trails’ and everyday community-use ‘local trails’ are identified. Of particular relevance to the Outer Green Belt is the identification of Mākara Peak Mountain Bike Park and the Skyline Track as Signature Trails; and the Polhill Reserve - Brooklyn

wind turbine - Te Kopahou Reserve area and the Northern Walkway (part of which is in the Outer Green Belt) as Regional Trails.

Open Space Access Plan 2016

The Council's strategic vision to strengthen and improve the access network in Wellington's open spaces by: providing opportunities for recreation and tourism; ensuring tracks provide for a range of user interests, skills, abilities and fitness levels within each geographic area of the city; achieving a primary network between major destination points in Wellington and adjoining districts, linked with an equitable distribution of secondary and local track networks and recreational facilities; providing a network that enables more residents to safely enjoy the open spaces whilst enhancing the natural environment. The vision and principles are generally relevant to the Outer Green Belt because it is an important part of the overall open space access network. Also, amongst the area-specific initiatives are a number that apply within the Outer Green Belt.

Our Living City, 2013

A project to improve Wellington's quality of life by strengthening urban-nature connections and building economic opportunities from a healthy environment. The programme's three goals are aimed at ensuring Wellington's 'natural capital' is protected and enjoyed in the ways that land (including open space) is used, managed and developed; transforming towards a green economy, thereby reducing environmental impacts and opening up new opportunities; and leading communities and partners to participate in the green economy. These goals touch on many aspects of managing the Outer Green Belt, ranging from the way its open space is managed to playing a part in the Two Million Trees project, aimed at planting 2 million native trees in Wellington by 2020.

Dog Policy (2016)

The Dog Control Act 1996 requires the Council to develop a policy on dog control. The Council's Dog Policy is to: make sure dog owners meet their obligations under the Act; make sure dogs are well cared for and Wellingtonians are able to enjoy owning dogs; prevent dogs causing any danger to the public, wildlife and natural habitats; actively promote responsible dog ownership; and provide for the reasonable exercise and recreational needs of dogs and their owners. The Dog Policy is relevant to the Outer Green Belt reserves because the reserves are popular for dog walking, including some designated off-leash dog exercise areas. Requirements for keeping dogs under control are particularly relevant, given the potential for conflict between dogs and other recreational users, and between dogs and wildlife.

Leases Policy for Community and Recreation Groups (2012)

The Council leases land and/or buildings at a subsidised rental to a wide range of community and recreation groups. The Leases Policy sets out the Council's role in leasing Council-owned land and/or buildings to community and recreation groups and provides guidance on granting and managing those leases in collaboration with groups. Section 5 of the Policy notes that management plans such as this one and Council strategies will be used to decide what activity or structure can be permitted on an area of land. Most of the Outer Green Belt is scenic reserve and the suitability of leases and associated activities will need to be assessed under the Reserves Act as well as the policies in this plan. In the Outer Green Belt there are few instances of these types of lease.

Other Reserve Management Plans

Nine management plans, including this one, cover all of the reserves across the city. Together, the reserves form a network of open spaces and recreation opportunities. The different management plans are intended to cluster the reserves into common types or areas and provide for management specific to those areas and/or consistently across the entire network. The plans in addition to this plan are: Suburban Reserves Management Plan 2015; Zealandia, Living with Nature 2016; Botanic Gardens of Wellington Management Plan 2014; Wellington Town Belt Management Plan 2017;

Oruaiti Reserve Management Plan 2011; Northern Reserves Management Plan 2008; Glover Park Management Plan 2005; South Coast Management Plan 2002. All other inner city parks come within the Wellington Central City Framework 2010.

Wellington Play Spaces Policy (2017)

Provides strategic direction and guidelines for providing and managing play spaces in Wellington, including guiding principles, a planned network of play spaces, and guidance on different types of play space. The Outer Green Belt has some sites suitable for local playgrounds and provides plentiful opportunities for free play in the natural environment.

Whaitua Catchment Management

The Greater Wellington Regional Council's programme to implement the National Policy Statement for Freshwater Management is based upon Whaitua (designated space or catchment) Committees. The objective is to maintain or improve overall water quality, to achieve at least minimum freshwater standards. The Wellington City Council territory is within the Wellington Harbour and Hutt Valley Whaitua Catchment. A whaitua committee will be established and will be responsible for decisions on the future of land and water management in the Whaitua, including a Whaitua Implementation Programme, using a range of integrated tools, policies and strategies.

APPENDIX III.

PHOTO MONTAGES – THE OUTER GREEN BELT IN 2004 AND 2018

[to be reinserted in final published version, as in the draft plan]



J009225

Proposed Reserves Classification

Outer Green Belt Management Plan

2019



Maps showing land requiring reserves classification or reclassification

NOTE: the 'Map Reference' below refers to the land parcel numbers assigned in the *Draft Outer Green Belt Management Plan 2019* in the land title maps for each management sector in the plan.

Outer Green Belt Management Sector	Site	Map reference	Page number
Te Ngahere-o-Tawa / Redwood	Spicer Forest	1.2.1	8
Te Ngahere-o-Tawa / Redwood	Spicer Forest	1.2.2	8
Te Ngahere-o-Tawa / Redwood	Te Ngahere-o-Tawa	1.3.1	9
Te Ngahere-o-Tawa / Redwood	Te Ngahere-o-Tawa	1.3.2	9
Ohariu Ridge	Stebbings Reservoir	2.1.1	17
Ohariu Ridge	Stebbings Reservoir	2.1.3	18
Ohariu Ridge	Churton Park Reserve	2.1.5	19
Kaukau	Khandallah Park	3.3.19	23
Kaukau	Khandallah Park	3.3.25	27
Kaukau	Skyline / Huntleigh Park	3.4.12	28
Kaukau	Skyline / Huntleigh Park	3.4.15	29
Kaukau	Skyline / Huntleigh Park	3.4.16	20
Kaukau	Skyline / Huntleigh Park	3.4.17	21
Chartwell / Karori Park	Kilmister Tops	4.1.1 – 4.1.3	10
Chartwell / Karori Park	Otari / Wilton's Bush Reserve	4.1.21	24
Chartwell / Karori Park	Johnston Hill	4.2.9	22
Chartwell / Karori Park	Karori Park	4.3.7	30
Chartwell / Karori Park	Karori Park	4.3.10	31
Chartwell / Karori Park	Karori Park	4.3.11	31
Makara Peak	Makara Peak	5.1.10	12
Makara Peak	Makara Peak	5.1.18	13
Wrights Hill / Zealandia	Wrights Hill	6.1.8	26
Wrights Hill / Zealandia	Wrights Hill	6.1.11	33
Wrights Hill / Zealandia	Wrights Hill	6.1.12	34
Wrights Hill / Zealandia	Wrights Hill	6.1.13	35
Wrights Hill / Zealandia	Wrights Hill	6.1.17	36
Wrights Hill / Zealandia	Zealandia - buffer	6.2.3	14
Wrights Hill / Zealandia	Zealandia - buffer	6.2.11	15
Te Kopahou	Te Kopahou	7.1.7	16

Have your say on the reserves classifications

As part of the Outer Green Management Plan review Wellington City Council is planning to classify some land as reserves to strengthen and standardise the protection of these areas. In addition, more appropriate reserve classifications are being proposed for some land already classified under the Reserves Act 1977.

The unclassified land is managed as reserve now but because these areas are not officially classified, the sites and their special features are not as well protected as they could be.

Council intends to classify 19 sites as reserves land and reclassify 11 sites according to their primary purpose.

This document outlines where each site is located, the reserves classification proposed and why the proposed classification is considered appropriate.

In determining the proposed classification of the land, Council staff have evaluated each site to assess the:

- primary and secondary values
- purpose of the land, and
- current and potential use.

This information was then assessed against the Criteria in the Reserves Act and the Reserves Act Guide to determine the most appropriate classification category.

All but one site is proposed to be classified or reclassified Scenic Reserve (s19) to reflect the natural and ecological values (whether indigenous or exotic) for the benefit, enjoyment, and use of the public. Wrights Hill is proposed to be classified Historic Reserve (s18) to reflect the heritage of the gun emplacements and underground tunnels associated with WWII.

The proposed classifications will allow continued public access and existing recreation activities (subject to conditions and restrictions necessary for protection of the reserve).

The Council wants to know what you think of the proposed classifications. You have an opportunity to comment or raise your concerns and influence the Council's decisions about these sites.

You can have your say by completing the submission form online at <http://www.wellington.govt.nz/OGBPlan>

You can also email outergreenbelt@wcc.govt.nz.

Submissions close 25 March 2019

Reserves Classification Process

Classification is a tool of the Reserves Act used to identify the primary purpose of a reserve and direct its management, use and development. The Reserves Act outlines a process and methodology for the declaration and classification of land as a reserve.

Section 14 of the Reserves Act provides the Council with the statutory authority to pass a resolution to declare any land vested in Council as a reserve subject to public notification procedures and ministerial approval.

Classification of reserve land provides an additional layer of legislative protection under s16 of the Reserves Act. The process is based around identifying the primary use or purpose of each reserve and matching this use to one of seven categories, or 'classification'. The seven classifications are:

- Scenic
- Recreation
- Historic
- Scientific
- Natural
- Local purpose, and
- Government purpose.

The Reserves Act 1977 sets out the principles and management requirements of each classification.

Occasionally, the original classification assigned to a reserve may no longer be the most appropriate. The classification or purpose of a reserve can be changed for a range of reasons as set out in **Section 24 of the Reserves Act**.

Usually the intention of reclassifying a reserve is:

- to emphasise one set of features of an area relative to another
- allow a new activity or use, which would not be consistent with the present class/type
- better specify or alter the statutory objectives of management, or
- to allow for an existing use or activity that is not specified under the reserve's existing classification.

In most cases, the Council must publicly notify (advertise) its intention to classify land as reserve or re-classify land to reflect a change of purpose. It can specify the reason or reasons for the proposal.

When land is vested to Council, for example via subdivision or for other reasons under **Section 16(2A) of the Reserves Act**, Council may, by resolution, classify the reserve according to the primary purpose of the land without the need for public

consultation. However, in this case we are inviting public comment on the sites that fall under Section 16(2A).

Within the specified timeframe any person can give notice in writing of their submissions and objections to proposed classification and the reasons for objecting.

The Council must consider all objections. If the Council wishes to classify or reclassify the land, it must make a decision by passing a resolution. The Council resolution should include reasons for the change in classification or purpose of the reserve, as well as the proposed new classification.

Implications of classifications

The process of classification binds the Council and limits (to a greater or lesser extent) how the land can be used. This increases the protection of the land and provides the community with certainty as to the types of activities that can and cannot take place on the land. Refer Attachment One.

How this document is set out

There are 19 sites managed under in the Outer Green Belt Management Plan that are proposed for classification and 11 sites proposed for reclassification. We have grouped the proposals in the following sections as follows:

Section 14 – Declaring Land to be Reserve

Section 16 - Classification

Section 24 - Re-classification

Each site proposal includes a site map, description and details.

The maps show each site proposed for classifying / reclassifying, as well as the surrounding area. If you would like more information about the area and surroundings please let us know.

What Happens Next

Once public feedback has been received and considered, an oral hearing will be held if requested by submitters. Following that, the Council will consider the proposed classification and pass a resolution:

- Under Section 14 of the Reserves Act to declare the sites as reserves and classify them under Section 16 of the Reserves Act with the classifications deemed appropriate.
- Under Section 24 of the Reserves Act to declare the reserves reclassified with the more appropriate classifications.

7

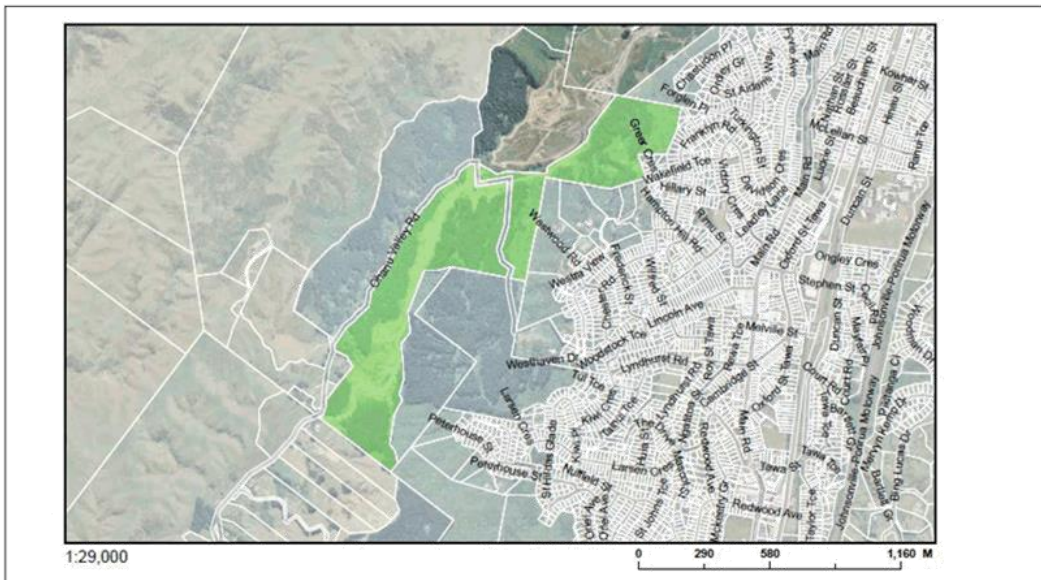
Note: a Council resolution is not required for the sites being classified under Section 16(11)(b).

It is expected that this will happen in June 2019.

For reserves where the Council needs ministerial approval to classify land as reserve or change a classification ie Sections 16 and 24 of the Reserves Act, a report will go to the Minister of Conservation for approval. If the Minister upholds the Council's decisions, the Council has the Delegated authority to formally gazette the sites as reserve. This process will be complete when a gazette notice is published in the New Zealand Gazette.

Section 14 – Classifications

Name and Location	Spicer Forest – 988 Ohariu Valley Road, Ohariu and 19 Forglen Place, Tawa
Proposed classification	Scenic b
Map Reference	1.2.1 and 1.2.2



Existing situation	North parcel slopes (steeply in places) from ridgetop down toward the suburb of Tawa. South parcel slopes from ridgetop into Ohariu Valley in the headwaters of the Ohariu Stream. Exotic conifer plantation with areas of regenerating native vegetation. Existing tracks, some former forestry use. Part of the ridge that forms a natural backdrop to Linden/Tawa and Redwood.
Future development	Gradual replacement of exotic forest with restored native forest through ecological restoration. Continued pest animal and weed management. Enhanced track network for public outdoor recreation, with connections to surrounding areas and nearby reserves.
Leases and/or licences	No leases/licences
Legal Descriptions	Lot 3 DP 77503 CT WN44B/130 20.1780ha Part Lot 2 DP 54371 CT WN42A/298 36.4205ha
Property assessment	Lot 3 DP 77503 Status: Fee Simple Subject to: Gazette Note 1991 p 2302 declaring walkway over easement area known as Colonial Knob Walk (DOC controlling authority) & Climate Change Response Act 2002. Pt Lot 2 DP 54371 Status: Fee Simple Subject to: Climate Change Response Act 2002
Acquisition history	Lot 3 DP77503 acquired by transfer from Porirua City Council on 6.4.95 Pt Lot 2 DP 54371 acquired by transfer from Porirua City Council on 13.10.83
Current Classification	Not classified - classify under Section 14
Notes	Adjoining property Lot 2 DP77503 is owned by Porirua City Council

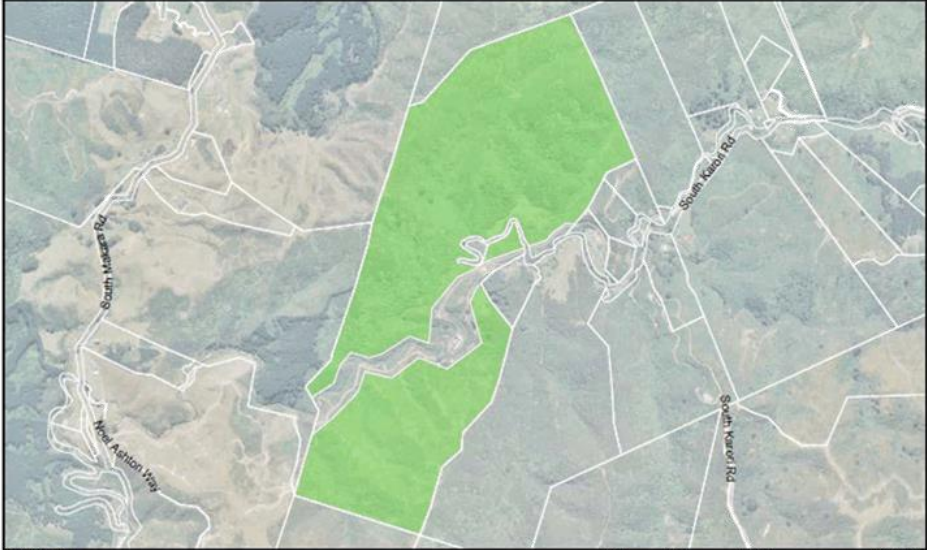
Name and Location	Te Ngahere o Tawa (previously known as Forest of Tane) – 56A Kiwi Crescent, Tawa
Proposed classification	Scenic b
Map Reference	1.3.1 and 1.3.2
Existing situation	Ridgetop land sloping towards the suburb of Tawa. Exotic conifer plantation, areas of remnant native forest and regenerating native vegetation. Headwaters of stream. Informal tracks. Part of the ridge that forms a natural backdrop to Linden/Tawa and Redwood.
Future development	Gradual replacement of exotic forest with restored native forest through ecological restoration. Protection of forest remnants and seed source. Stream catchment management to improve water quality and flood control. Ongoing weed and pest management. Enhanced and better connected track network for public outdoor recreation. Potential for inclusion to Council's permanent carbon storage forest.
Leases and/or licences	No leases/licences
Legal Descriptions	Lot 1 DP 67858, Pt Lot 1 DP 9786, Pt Lot 35 DP 24478, Pt Lot 1 DP 24716 CT WN42A/297 36.8292ha
Property assessment	Status: Fee Simple Unclassified: Classify under s14(1) Subject to: Climate Change Response Act 2002, Right of Way Easement, water drainage easements
Property/Acquisition history	Acquired by transfer on 6.4.17.
Current Classification	Not classified - classify under Section 14
Notes	Adjoins Spicer Forest - Part Lot 2 DP 54371

Name and Location	Chartwell / Karori Park, Kilmister Tops – 451 Parkvale Road
Proposed classification	Scenic b
Map reference	4.1.1, 4.1.2 & 4.1.3
Existing situation	<p>Ridgetop land to an elevation of 259 m asl, known as the Kilmister Tops. Covers part of Te Wharangi ridge, which is a prominent skyline ridgeline in the Wellington city landscape, and part of an important secondary ridgeline heading southwest towards British Peak. Currently pastoral grazing with areas of regenerating scrub. Substantial areas registered Permanent Forest Sinks for carbon sequestration. Mainly high undulating land with some steeper gullies in the headwaters of nearby streams.</p> <p>Numerous farm and walking tracks. The Skyline Track, a major ridgetop recreational route along the Outer Green Belt, traverses part of the area, with connector access to the wider track network including to Otari / Wilton's Bush.</p>
Future development	<p>Maintain grassland on ridgetop areas to protect spacious recreational opportunities. Trial alternative means of maintaining grassland instead of grazing to avoid conflicts with recreational users and to exclude grazing stock from adjacent areas of high natural value and forest sinks, in order to protect regenerating native forest.</p> <p>Maintain Skyline Track and connector tracks. Future potential for tramping track west across this land to linking with British Peak and/or Makarā Valley.</p>
Leases and/or licences	Nil
Legal Descriptions	Sec 54, 56 Makara District and Pt Sec 58, Makara District and Lot 1 DP 5398 CT WN287/283 194.5147ha
Property assessment	Status: Fee Simple Interests: Forestry Sink Covenant
Property/Acquisition history	Acquired by transfer on 3.3.1999
Current Classification	Not all this land is classified (some is already classified Section b) –

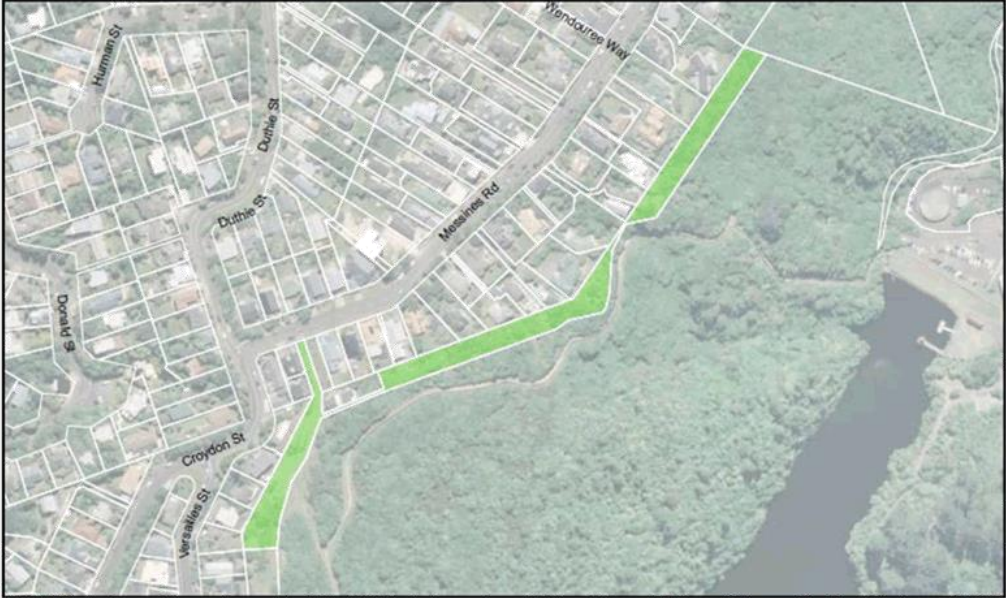
11

	classify under Section 14
Notes	Includes high voltage transmission lines and Transmission Line Buffer (32 Metres)

Name and Location	Makara Peak - 62 Allington Road, Karori
Proposed re classification	Scenic b
Map reference:	5.1.10
Existing situation	Open Space – part of wider Makara Peak Mountain Bike Park. A steep gully on the flanks of Makarā Peak. The peak is a dominant landform and landmark at the south end of Karori, and mountain biking destination. The gully is in the headwaters of the Karori Stream catchment. Regenerating native vegetation, including some area registered as a permanent forest sink for carbon sequestration. Existing track, which is part of the Makara Peak mountain biking track network.
Future development	Continue to protect and enhance the natural values, especially the regenerating forest, carbon farming and the catchment values of the riparian land. Main and develop tracks according to the Makarā Peak Mountain Park Master Plan.
Leases and/or licences	Nil
Legal Descriptions	Lot 12 DP 82980 CT WN49C/578 4.8487 ha
Property assessment	Status: Fee Simple Interests: To be determined
Property/Acquisition history	Acquired via transfer from Kilmester 31/5/94
Current Classification	Not Classified – classify under Section 14
Notes	

Name and Location	Makara Peak – 380 South Karori Road
Proposed re classification	Scenic b
Map Reference	5.1.18
	
Existing situation	<p>Open space on steeply sloping hillsides on each side of Karori Stream, south of the Makara Peak Mountain Bike Park. Rises to elevation of 280 m asl to the north. Kaori Stream flows through the site at approximately 70 m asl. Largely covered in remnant and regenerating native vegetation, especially in the deeper gullies. Substantial area is registered as a permanent forest sink. Some mountain bike tracks, part of the mountain bike park network.</p> <p>Contains the South Karori Wastewater Treatment Plant and related infrastructure (road, waste water pipes etc.).</p>
Future development	<p>Survey off the waste water treatment infrastructure to continue to manage for that purpose.</p> <p>The remainder of the land is proposed to be reclassified as scenic reserve. Protect and enhance the native vegetation for its biodiversity values and to protect the freshwater values of the land, which is part of the Karori Stream catchment and rains into it. (Karori Stream is seriously polluted, currently).</p> <p>Develop and maintain existing and new tracks according to the Makarā Peak Mountain Park Master Plan.</p>
Leases and/or licences	Nil
Legal Descriptions	Sec 1 SO 37211 CT WN46C/762 106.21 ha
Property assessment	Status: Fee Simple Interests: To be determined
Property/Acquisition history	Acquired by Public Works Act Gazette 1995 p 1289 for Wastewater treatment
Current Classification	Not classified - classify under Section 4
Notes	Includes area of South Karori Wastewater Treatment Plan, which will be surveyed off and remain outside the classification of Scenic Reserve

Name and Location	Zealandia Buffer – 133F Messines Road , Karori
Proposed classification	Scenic b
Map reference	6.2.3
Existing situation	A narrow strip of land between Zealandia and residential properties, originally for fire break purposes. Intended to be for public enjoyment and as a buffer to Zealandia. Mainly lawn, with a number of encroachments by neighbouring residential properties. Reasonably flat site
Future development	Removal of private encroachments and restoration of native vegetation as a buffer to Zealandia. Potential for a walking track.
Leases and/or licences	Nil
Legal Descriptions	Lot 3 DP 313319 CT 52415 0.3889ha
Property assessment	Status: Fee Simple Interests: Subject to right to supply water and right of way easements.
Property/Acquisition history	Acquired from Wellington Regional Council by transfer on 13.7.2004.
Current Classification	Not classified – Classify under Section 14
Notes	Includes a number of encroachments from adjoining properties that will need to be managed before gazetting is completed

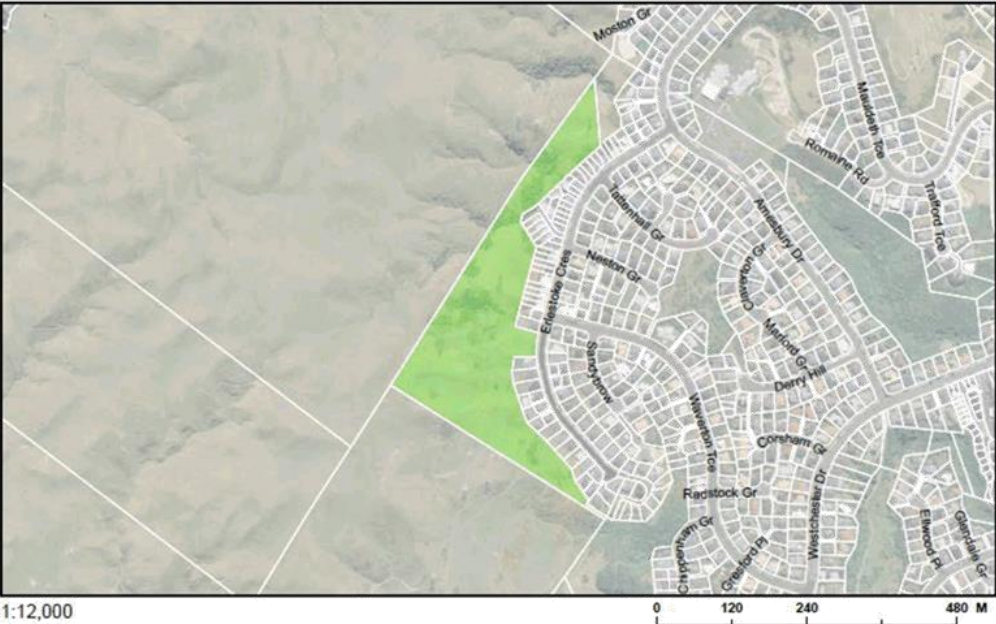
Name and Location	Zealandia Buffer – 133E Messines Road , Karori
Proposed classification	Scenic b
Map reference	6.2.11
	
Existing use	A narrow strip of land between Zealandia and residential properties, originally for fire break purposes. Intended to be for public enjoyment and as a buffer to Zealandia. Mainly lawn, with a number of encroachments by neighbouring residential properties. Flat to sloping site.
Future development	Removal of private encroachments and restoration of native vegetation as a buffer to Zealandia. Potential for a walking track.
Leases and/or licences	Nil
Legal Descriptions	Lot 4 DP 313319 CT 52416 0.6748ha
Property assessment	Status: Fee Simple Interests: Subject to right to supply water and right of way easements.
Property/Acquisition history	Transferred by WRC on 13.7.2004.
Current classification	Not classified – classify under Section14
Notes	Includes a number of encroachments from adjoining properties that will need to be managed before gazetting of reserve is completed

Name and Location	Te Kopahu Reserve - 50 Landfill Road, Owhiro Bay		
Proposed classification	Part Scenic b to support restoration of indigenous species		
Map reference	7.1.7		
Existing situation	<p>Approximately 200ha is designated as Carey's Gully Landfill Designation Wellington City Council, refer 61: including the Southern Landfill. The remaining balance has been known as Te Kopahu Reserves and managed for its high natural, landscape, heritage and recreational values for more than 15 years although not formerly classified as a reserve. Rugged coastal topography, rising to an elevation of 495 m asl at Hawkins Hill, and including catchments of a number of streams. A large area of regenerating native vegetation, of high natural value for the presence of endangered and threatened species and plant communities. Includes a network of tracks, mainly based on former farm tracks.</p>		
Future development	<p>Protection and enhancement of the multiple open space values, as an important and unique area of the Outer Green Belt and south coast. Nature conservation. Recreational activities in keeping with the natural and landscape values. Potential improvement and development of the track network.</p>		
Leases and/or licences	<p>None within the proposed reserve, apart from a small encroachment by C&D Landfill on the northern boundary. Adjoining the sites boundaries there are five (5) Airways designations A4 – A8 (Radar & Communications Sites)</p>		
Legal Descriptions	Lot 1 DP 29398	CT WN21D/612	861.3063ha
Property assessment	<p>Status: Fee Simple Interests: Right of way, landfill gas easements</p>		
Property/Acquisition history	<p>Whole site was acquired for the purpose of Sanitary Works (disposal of refuse) under Public Works Act by Gazette No 914209 6/4/1972 and Gazette No 253633.12.2.1978</p>		
Current Classification	<p>As noted above – classify under Section 14</p>		
Notes	<p>Subdivide (Survey Office plan) the area and protect the southern portion (use the Tip Track as the boundary) and Gazette. Consider whether the upper slopes of the northern part should also be subdivided and protected as local purpose reserve for scenery and landfill buffer purposes, or protect all of the northern part as local purpose reserve for landfill and related purposes.</p>		


Section 16 (2A) – Classifications

Name and Location	Owhariu Ridge , Stebbings Reservoir (Stebbing's Subdivision) - 31 Gifford Grove Churton Park
Proposed classification	Scenic b
Map Reference	2.1.1
Existing use	Pasture and regenerating native shrubs and other species. Rural character, with one predominant ridge line north of reservoir. Steel sloping land to gullies both north and south of the ridge line.
Future development	Protection of open space with native restoration and potential for ecological restoration and catchment protection. Ecological and track connections to Stebbings Valley and potential for track development to link 944 Ohariu Valley and Redwood Bush to the north and the Skyline tracks to the south allowing for enhanced active recreation opportunities in this area.
Leases and/or licences	No leases/licences
Legal descriptions	Lot 2 DP 470218 CT 640885 1.9610ha
Property assessment	Status: Fee Simple - Subject to Reserves Act 1977 Interests: Subject to electricity and telecommunication easement, right of way easement
Property/Acquisition history	Vested to Wellington City Council on deposit of DP 470218 as scenic reserve under s239 RMA via subdivision on 23.7.14
Current Classification	Not classified – Classify under s16 (2A)
Notes	To become part of Outer Green Belt Management Plan

Name and Location	Ohariu Ridge, Stebbings Reservoir, Churton Park – 105 Amesbury Drive, Churton Park
Proposed re classification	Scenic b
Map Reference	2.1.3
Existing situation	<p>Open space on a locally prominent spur with a lookout with views over suburban Churton Park and wider urban and rural landscape. Pasture and patches of scrub. Regenerating native and other vegetation on steep slopes.</p> <p>Rural character with elevated lookout knob (210 m asl).</p>
Future development	<p>Protection of open space and views with potential for ecological restoration on the steep slopes.</p> <p>Track connections to Stebbings Valley allowing for enhanced active recreation opportunities in this area.</p>
Leases and/or licences	Nil
Legal Descriptions	Lot 1 DP 470218 CT 640884 0.1587 ha
Property assessment	Status: Fee Simple Interests: To be determined
Property/Acquisition history	Vested via subdivision under s239 RMA as Scenic Reserve
Current classification	Not classified – classify under Section 16 (2A)
Notes	Adjoins Council land Lot 2 DP 470218


Name and Location	Ohariu Ridge – 54 Erlestoke Crescent, Churton Park
Proposed re classification	Scenic b - to support restoration of native vegetation, and adjoin scenic reserve (16 Erlestoke Crescent - Lot 200 DP 314946)
Map Reference	2.1.5
	
Existing situation	Sloping spurs and gullies on the lower flanks of Ohariu Ridge, which forms an open space backdrop to Churton Park and Stebbings Valley. Pasture and patches of scrub with regenerating native and other vegetation in gullies and on steeper slopes. Rural character consistent with that of Ohariu Ridge. Transmission lines traverse south end of the site.
Future development	Protect open space; enhance and restore native vegetation in gullies to improve ecological connections along the ridge. Potential track connections to Churton Park, and beyond to other Outer Green Belt reserves in the north, and up to the main ridgetop over Council-owned land at 268 Ohariu Valley Road. Potential further track network connection to the Skyline Track to the south.
Leases and/or licences	No leases/licences
Legal Descriptions	Lot 20 DP 399583 CT 408295 6.6862ha
Property assessment	Status: Fee simple subject to Reserves Act 1977 (Recreation) Interests: Subject to right to drain and electricity easement in favour of Transpower
Property/Acquisition history	Vested to Wellington City Council on deposit of DP 408295 as recreation reserve under s239 RMA 29.7.08.
Current classification	Not classified – classify under Section 16(2A)
Notes	This site adjoins the recently acquired 31.8 hectare site, 268 Ohariu Valley Road, to the south

Name and Location	Skyline / Awarua - Silverstream Road
Proposed classification	Scenic b
Map Reference	3.4.16
Existing situation	Open space. Regenerating native vegetation, with good coverage in the steep gullies. Steep south-facing hill above new subdivision
Future development	Protection and enhancement of open space and the natural values to be part of the Outer Green Belt ecological corridor. .
Leases and/or licences	Nil
Legal Descriptions	Lot 133 DP 515093 CT 814279 2.7582 ha
Property assessment	Status: Fee Simple Interests: To be determined
Property/Acquisition history	Vested via subdivision under s239 RMA as scenic reserve
Current classification	Recreation Reserve - classify under Section 16(2A)
Notes	

Name and Location	Kaukau, Skyline / Awarua – Silverstream Road
Proposed classification	Scenic b
Map reference	3.4.17
	
Existing situation	<p>Open Space Mainly regenerating native and other vegetation, with good coverage in the steep valleys, including native forest remnants, and some patches of grassland.</p> <p>Steep north facing hill above new subdivision. Transmission lines traverse the top corner of the site.</p>
Future development	Protection and enhancement of open space and the natural values to be part of the Outer Green Belt ecological corridor. Potential development of short connector tracks from new subdivision below up to the track network on Chartwell spur and beyond to the Te Wharangi ridgetop and Skyline Track.
Leases and/or licences	Nil
Legal Descriptions	Lot 134 DP 521726 CT 827941 6.8483 ha
Property assessment	Status: Fee Simple Interests: To be determined
Property/Acquisition history	Vested via subdivision under s239 RMA as scenic reserve
Current classification	Not classified - classify under Section 16(2A)
Notes	

Name and Location	Chartwell / Karori Park, Johnstons Hill - 58B David Crescent - Karori
Proposed reclassification	Scenic b
Map reference:	4.2.9
Current use	Open space with regenerating native vegetation
Existing situation	Informal track from David Street to Johnston's Hill Sloping land on the flanks of Johnston Hill, covered in remnant and secondary native forest, which is contiguous with the forest of Johnston Hill Reserve and is part of the Western Wellington Forests Key Native Ecosystem.
Future development	Protection and enhancement of open space and the natural values that form part of the Key Native Ecosystem and the Outer Green Belt ecological corridor. Potential to formalise existing track to Johnston Hill and the Skyline Track.
Leases and/or licences	Nil
Legal Descriptions	Lot 2 DP 487870 CT 698665 0.3996ha
Property assessment	Status: Fee Simple (subject to Reserves Act 1977) Interests: Right of way easement, right to drain easement,
Property/Acquisition history	Vested via subdivision for purpose of scenic reserve under s 239 RMA on 2.11.15
Current Classification	Not classified – classify under Section 16(2A)
Notes	


Section 16 (1) – Classifications

Name and Location	Kaukau, Khandallah Park - 55 Baroda Street
Proposed classification	Scenic a - to protect ecological values
Map Reference	3.3.19
	
Existing situation	Open space covered in native forest, with high ecological values on east-facing sloping land. Part of the wider Khandallah Park Reserve, which is largely part of the Western Wellington Forests Key Native Ecosystem.
Future development	Protection of open space, in particular, the native vegetation in the wider context of the Key Native Ecosystem and Outer Green Belt ecological corridor.
Leases and/or licences	Nil
Legal Descriptions	Lot 1 DP 54207 CT WN27C/64 0.1167ha
Property assessment	Status: Fee simple Interests: nil
Property/Acquisition history	Vested as recreation reserve via subdivision and s305 Local Government Act 1974 on 14.2.83
Current classification	Not classified - classify under Section 16(1)
Notes	


Name and Location	Chartwell / Karori Park, Otari / Wilton's Bush Reserve, 149 Curtis Street
Proposed re classification	Scenic a - where not a sportsfield to protect ecological values
Map Reference	4.1.21
Existing situation	<p>The land proposed for reclassification is mainly steep riparian land covered in remnant and regenerating native forest, which is part of Otari-Wilton's Bush and part of the Western Wellington Forests Key Native Ecosystem. This land slopes down to the Kaiwharawhara Stream, which flows out from underground piping under Ian Galloway Park. A walking-only track follows the stream edge, connecting Ian Galloway Park to Otari-Wilton's Bush.</p> <p>The rest of the land (not to be reclassified) comprises sports fields (Wilton and Ian Galloway Parks).</p>
Future development	<p>Within the proposed scenic reserve area, protection and enhancement of open space and the natural values that form part of the Key Native Ecosystem and the Outer Green Belt ecological corridor. Riparian management as part of the larger Sanctuary to Sea – Kia Mauriora te Kiawharawhara catchment management and restoration project. Maintain the streamside track to as walking only local connection.</p> <p>Retain the existing recreation reserve classification over Ian Galloway and Wilton Parks and continue to manage as sports fields.</p>
Leases and/or licences	Wilton Bowling Club – new ground lease just approved for 10 years – exp 2028. 8853.3 sqm. Part of rec reserve near Otari Wilton Bush There are two storage agreements for pavilion at Wilton Park.
Legal Descriptions	Lot 5 DP 64470 and Lot 9 DP 84537 CT WN52A/734 9.8743ha
Property assessment	Status: Fee Simple Interests: Subject to Reserves Act
Property/Acquisition history	Lot 5 DP 64470 vested via subdivision as recreation reserve under s306 LGA 1974 on 4.4.89 Lot 9 DP 84537 vested via subdivision as recreation reserve under s239 RMA on 12.6.98

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Current classification	Recreation – partly reclassify under Section16(1)
Notes	Requires surveying off sports field at Wilton Park and Ian Galloway Park before gazetting can be completed

Name and Location	Wrights Hill - 48 Lansdowne Terrace, Kaori
Proposed re classification	Scenic b
Map reference	6.1.8
 <p>1:1,000 0 10 20 40 M</p>	
Existing situation	Steep bank at the end of Lansdowne Terrace, with some regenerating native vegetation and the street face planted with native plants. Forms the entrance to a connector track into the Burrows Avenue / Wrights Hill Reserves area.
Future development	Protect and enhance native planting. Maintain the track entrance and improve signage.
Leases and/or licences	Nil
Legal Descriptions	Lot 98 DP 77320 CT 533280 0.0207ha
Property assessment	Status: Fee simple subject to Reserves Act 1977 Interests: subject to right of way easement and restrictive land covenant
Property/Acquisition history	Acquired under Public Works Act 1981 as recreation reserve by gazette notice 12.8.2010 No 99 p2639.
Current Classification	Not classified - classify under Section 16(1)
Notes	Surrounding lots (lot 2 DP 77321, Pt Sec 46 Karori DISTRICT and Lot 3 DP 77321) are classified as Scenic Reserve.

Section 24 – Classifications

Name and Location	Kaukau, Khandallah Park – 58 Simla Crescent
Proposed classification	Scenic a – to protect ecological values
Map Reference	3.3.25
	
Existing situation	Open space covered in native forest, with high ecological values on east-facing sloping land. Part of the wider Khandallah Park Reserve, which is largely part of the Western Wellington Forests Key Native Ecosystem. Long narrow strip of native vegetation adjoining private access way.
Future development	Protection of open space, in particular, the native vegetation in the wider context of the Key Native Ecosystem and Outer Green Belt ecological corridor.
Leases and/or licences	Nil
Legal Descriptions	Lot 4 DP 44554 CT WN24A/77 0.1235 ha
Property assessment	Status: Fee simple Interests: To be determined
Property/Acquisition history	Vested as recreation reserve via subdivision and s305 Local Government Act 1974 on 14.2.83
Current classification	Not Classified - classify under Section 24
Notes	

Name and Location	Kaukau, Skyline / Awarua – 335 Takarau Gorge Road
Proposed classification	Scenic b
Map Reference	3.4.12
Existing situation	<p>Open ridgetop space, pastoral and includes part of Skyline Track, with access to wider track network including Huntleigh Park, Crofton Downs, Chartwell and Otari / Wilton's Bush. Pasture, with regenerating native and other vegetation on steeply sloping eastern slopes and gullies that is part of the Western Wellington Forests Key Native Ecosystem...</p> <p>Part of main Te Wharangi ridgeline, which is a prominent skyline feature in the Wellington city landscape. Elevation up to 400 m asl. Two transmission lines traverse the centre of the site.</p>
Future development	Protection of open space and public recreational access. Maintain grassland on the ridgetop, through alternatives to grazing or adapted grazing regime. Protect views out from ridgetop. Protect watershed by encouraging regeneration of native vegetation on the steep slopes and gullies. Manage track network for continued public outdoor recreation.
Leases and/or licences	Nil
Legal Descriptions	Lot 2 DP 81286 CT WN47C/980 12.5003 ha
Property assessment	Status: Fee Simple Interests: To be determined
Property/Acquisition history	Vested via subdivision under s239 RMA as scenic reserve
Current classification	Not classified - classify under Section 24
Notes	

Name and Location	Skyline / Awarua – Silverstream Road
Proposed classification	Scenic b
Map Reference	3.4.15
Existing situation	Open Space to an elevation of 200 m asl on the lower flanks of Chartwell spur, a locally prominent side spur of Te Wharangi ridge, which slopes into the Silverstream area of Crofton Downs. Remnant native forest and regenerating native vegetation, which is part of a wider Western Wellington Forests Key Native Ecosystem in this locality. The south end of the site is affected by transmission lines that pass close to or slightly over the boundary. Includes Silversky Track from Crofton Downs to wider track network including the Skyline Track.
Future development	Protection and enhancement of open space and the natural values that form part of the Key Native Ecosystem and the Outer Green Belt ecological corridor. Maintain and develop the track to connect into the wider track network.
Leases and/or licences	Nil
Legal Descriptions	Lot 47 DP 435196 CT 531993 0.36768 ha
Property assessment	Status: Fee Simple Interests: To be determined
Property/Acquisition history	Vested via subdivision under s239 RMA as scenic reserve
Current classification	Not classified - classify under Section 24
Notes	

Name and Location	Chartwell / Karori Park, 400 Karori Road, Karori
Proposed re classification	Scenic b
Map Reference	4.3.7
Existing situation	<p>Open space strip of steeply sloping land adjoining the east side of the forested hillside part of Karori Park, rising from the sports fields to an elevation of 225 m asl on the Te Wharangi ridgeline (which is an important landscape feature in Karori and the city). Planted and regenerating native vegetation.</p> <p>Some small sections of tracks, including part of the Skyline Track at near the top end of the land.</p>
Future development	Continued restoration of native vegetation cover, including closing off any informal tracks that are not part of the Wild Side of Karori Park (site development plan).
Leases and/or licences	nil
Legal Descriptions	Lot 76 DP 9628 CT WN416/51 .09611 ha
Property assessment	Status: Fee Simple Interests: To be determined
Property/Acquisition history	Acquired by transfer on 10/4/1930. Classified as recreation reserve under s14 by gazette notice 1989 p4479
Current Classification	Recreation – re-classify under Section 24
Notes	

Name and Location	Chartwell / Karori Park, 400 Karori Road, Karori
Proposed re classification	Part Scenic and part Recreation
Map reference	4.3.10 & 4.3.11
Existing situation	<p>The northern, hillside part is mainly forested in ageing exotic conifers and has a number of formal and informal walking and mountain biking tracks. It includes the headwaters of a tributary to Karori Stream. This part is proposed for reclassification.</p> <p>The southern flat part has been developed as sports fields with recreational facilities, including toilets and changing rooms, café, clubrooms and playground. The stream tributary flows round one side of the sports fields and then into Karori Stream. This part is proposed to remain recreation reserve.</p>
Future development	<p>Protect open space as part of Outer Green Belt. Continued management of the exotic conifers to age naturally. Continued enhancement of native vegetation cover, including riparian vegetation. Maintain and develop the track network according to the Wild Side of Karori Park (site development plan), including closing unsanctioned informal tracks.</p> <p>Continue to manage the lower flat part as recreation reserve, managed under the Suburban Reserves Management Plan.</p>
Leases and/or licences	<p>Karori Park Sports Club Inc. - ground lease for 395 sqm. Scout Association - ground lease for 449 sqm Wellington Region Free Kindergarten - ground lease for 565sqm</p>
Legal Descriptions	<p>Part Section 41 Karori District CT WN153/281 11.0474ha Part Section 41 Karori District CT WN153/97 11.0492ha</p>
Property assessment	<p>WN153/281 Status: Fee Simple subject to Reserves Act 1977 Interests: electricity easement in favour of Vector, Climate Change Response Act 2002 WN153/97 Status: Fee Simple subject to Reserves Act 1977 Interests: subject to Electricity Easements and Climate Change</p>

	Response Act
Property/Acquisition history	WN153/281 acquired by transfer on 4.7.1906 WN153/97 acquired by transfer on 25.6. 1906
Current Classification	Classified Recreation - Partly re classify under Section 24
Notes	Requires surveying off into two new lots – the upper lot to become Scenic Reserve as part of the Outer Green Belt. The lower lot to retain existing status and not subject to Outer Green Belt Management Plan

Name and Location	Wrights Hill, 187 Wrights Hill Road
Proposed classification	Scenic b
Map reference	6.1.11
Existing situation	<p>Open space rising to 350 m asl on the summit of Wrights Hill, a prominent skyline landmark and viewpoint in Wellington. Moderately undulating land with regenerating exotic and native vegetation, which is part of a much larger area significant for its natural values and nearly continuous vegetation cover in the Wrights Hill / Zealandia locality.</p> <p>Contains important heritage features from WWII, including the Wrights Hill Parade Ground and associated bunker structures. Includes an access track from Wrights Hill Road to the parade ground and Zealandia perimeter fence.</p>
Future development	Protect and maintain the WWII heritage values, in association with the Wright Hill Fortress Restoration Society. Protection of open space, in particular, the native vegetation / wildlife habitat in the wider context of the Outer Green Belt ecological corridor.
Leases and/or licences	Nil
Legal Descriptions	Pt Sec 41 Karori District CT No CT 28.3590 ha
Property assessment	Status: Refer below Interests: Refer below
Property/Acquisition history	Crown land control and administration vested in council by Gazette on 7 February 1989. Reclassified as recreation reserve by Gazette 2016 p421
Current Classification	Recreation Reserve – Re Classify under Section 24
Notes	

Name and Location	Wrights Hill, 187 Wrights Hill Road
Proposed classification	Scenic b
Map reference	6.1.12
Existing situation	<p>Open space on the broad-topped summit of Wrights Hill, a prominent skyline landmark and viewpoint in Wellington. Includes the upper part of Wrights Hill Road and most of the summit car park; connecting tracks through the bush between the carpark and Wrights Hill Road; and a small section of a disabled access track leading to the Wrights Hill summit lookout.</p> <p>The site rises to 335 m asl. The land is moderately sloping along the road but drops away to the northeast to steep slopes covered with regenerating native vegetation. The vegetation is part of a much larger area significant for its natural values and nearly continuous vegetation cover in the Wrights Hill / Zealandia locality.</p>
Future development	<p>Potentially develop the carpark area as a main entrance to the Outer Green Belt, and improve the disabled access track. Development to support and enable activities associated with the WWII heritage features on adjacent reserve land on the Wrights Hill summit.</p> <p>Protection of open space, in particular, the native vegetation / wildlife habitat in the wider context of the Outer Green Belt ecological corridor..</p>
Leases and/or licences	Nil
Legal Descriptions	Sec 17 Upper Kaiwharawhara District, S.O. Plan 34500 CT No CT 8.866 ha
Property assessment	Status: Refer below Interests: To be determined
Property/Acquisition history	Crown land control and administration vested in council by Gazette on 7 February 1989. Reclassified as recreation reserve by Gazette 2016 p421
Current Classification	Recreation Reserve – Re Classify under Section 24
Notes	

Name and Location	Wrights Hill, 165 Wrights Hill Road
Proposed classification	Historic
Map reference	6.1.13
Existing use	<p>Open space on the steep south-eastern side of the Wrights Hill summit. Wrights Hill is a prominent skyline landmark and viewpoint in Wellington. The site includes an access road and WWII heritage sites associated with Wrights Hill Fortress. The south-eastern boundary follows the Zealandia perimeter fence, with its associated parallel access track.</p> <p>Most of the site is covered in regenerating native vegetation, which is part of a much larger area significant for its natural values and nearly continuous vegetation cover in the Wrights Hill / Zealandia locality.</p>
Future development	<p>Protect and maintain the WWII heritage values, in association with the Wright Hill Fortress Restoration Society. Protection of open space, in particular, the native vegetation / wildlife habitat in the wider context of the Outer Green Belt ecological corridor. Maintain the access tracks to provide access to the heritage features and enable perimeter fence checking as well as for recreation purposes.</p>
Leases and/or licences	Lease to telecommunications
Legal Descriptions	Secs 13 & 14 Upper Kaiwharawhara District, S.O. Plan 34500 CT WN41A/292 0.3705 ha
Property assessment	Status: Fee Simple Interests: To be determined
Property/Acquisition history	Crown land control and administration vested in council by Gazette on 7 February 1989. Reclassified as recreation reserve by Gazette 2016 p421
Current Classification	Recreation Reserve –Re Classify under Section 24
Notes	

Name and Location	Wrights Hill – 2 Mewburn Rise, Karori
Proposed classification	Scenic b
Map reference	6.1.17
Existing situation	Open space and access track from Paparata Street to Burrows Avenue Reserve and the wider Wrights Hill Reserve track network Small area of regenerating native vegetation.
Future development	Maintain the track for recreation use and potentially improve the entrance signage. Protection of open space, in particular, the native vegetation / wildlife habitat in the wider context of the Outer Green Belt ecological corridor.
Leases and/or licences	Nil
Legal Descriptions	Lot 97 DP 303660 CT 0.07 ha
Property assessment	Status: Fee Simple Interests: To be determined
Property/Acquisition history	Vested via subdivision under s239 of RMA as recreation reserve
Current Classification	Recreation Reserve – Re classify under Section 24
Notes	

Attachment One: Reserve categories

The tables show the similarities and differences between the categories of protected areas under the Act that are relevant to the management of land held under the Act by local authorities.

The table notes the purpose and relevant section under the Reserves Act along with brief statements about the primary and secondary objectives of management; guidance for selection of the category for classification; and the typical organization responsible for management of land in the category.

Classification category	Scenic A Reserve (as specified in Section 19(1)(a) of Reserves Act)
Purpose	To protect and preserve in perpetuity, for their intrinsic worth and for the public benefit, enjoyment and use, areas of scenic interest or beauty or features worthy of protection in the public interest.
Objectives of management (s.19)	<p>Primary</p> <ul style="list-style-type: none"> • Manage for their intrinsic worth and for the benefit, enjoyment and use of the public • Preserve indigenous flora and fauna, biological associations and the natural environment as far as possible • Exterminate exotic flora and fauna as far as possible • Allow the public freedom of entry and access subject to conditions and restrictions necessary for the protection and wellbeing of the reserve and for the protection and control of the public using it <p>Secondary - if applicable</p> <ul style="list-style-type: none"> • Develop open portions for amenities & facilities where these are necessary to enable the public to obtain benefit and enjoyment from the reserve • Manage and protect historic, archaeological, geological, biological, or other scientific feature <p>Maintain value as a soil, water, and forest conservation area.</p>
Guidance for selection	<ul style="list-style-type: none"> • Area should contain one or more natural or associated cultural or heritage features of special significance, or natural landscape of high scenic quality • Area should be large enough to protect the integrity of the features and its immediately related surroundings
Implications on development	The Council makes decisions when development is anticipated in the management plan. This includes pedestrian and cycle access and tracks, necessary structures and facilities eg seating, signs and fences.
Implications on the natural environment	Activities related to the natural environment are anticipated in the management plan allowing the Council to make decisions, including plant restoration and re-vegetation, weed, animal and plant pest control.
Delegated Authority to Classify and change Classifications of Reserve Status	Pursuant to the Instrument of Delegation for Territorial Authorities dated 12 June 2013 The Minister of Conservation delegated the authority to classify reserves under s16(1) and change the classification or purpose of a reserve by notice in the Gazette under s24(1) of the Reserves Act 1977.

Classification category	Scenic B Reserve (as specified in Section 19(1)(b) of Reserves Act)
Purpose	A suitable area of land (or land and water) which by development and the introduction of flora, whether indigenous or exotic, will become of significant scenic interest or beauty
Objectives of management (s.19)	<p>Primary</p> <ul style="list-style-type: none"> • As appropriate to the purpose, preserve the indigenous flora and fauna, biological associations, and natural environment and beauty as far as possible • As appropriate, exterminate exotic fauna and (to the extent consistent with purpose) exotic flora as far as possible; allow the public freedom of entry and access subject to conditions and restrictions necessary for the protection and well-being of the reserve and for the protection and control of the public using it <p>Secondary</p> <ul style="list-style-type: none"> • Develop open portions for amenities & facilities where these are necessary to enable the public to obtain benefit and enjoyment from the reserve • Manage and protect historic, archaeological, geological, biological or other scientific features • Maintain value as a soil, water and forest conservation area
Guidance for selection	<ul style="list-style-type: none"> • Degraded natural or semi-natural areas where the public interest warrants restoration or conversion as a scenic attraction • Area will generally be small
Implications on development	The Council makes decisions when development is anticipated in the management plan. This includes pedestrian and cycle access and tracks, necessary structures and facilities eg seating, signs and fences.
Implications on the natural environment	Activities related to the natural environment are anticipated in the management plan allowing the Council to make decisions, including plant restoration and re-vegetation, weed, animal and plant pest control.
Delegated Authority to Classify and change Classifications of Reserve Status	Pursuant to the Instrument of Delegation for Territorial Authorities dated 12 June 2013 The Minister of Conservation delegated the authority to classify reserves under s16(1) and change the classification or purpose of a reserve by notice in the Gazette under s24(1) of the Reserves Act 1977.

Classification category	Historic Reserve
Purpose	To protect and preserve in perpetuity places, objects and natural features of historic, archaeological, cultural, educational and other special interest.
Objectives of management (s.19)	<p>Primary</p> <ul style="list-style-type: none"> • Manage structures, objects and sites to illustrate with integrity the history of New Zealand • Allow the public freedom of entry and access subject to such conditions and restrictions as are necessary for the protection and general wellbeing of the reserve and for the protection and control of the public using it • As appropriate, preserve the indigenous flora and fauna and natural environment as far as possible <p>Secondary (if applicable)</p> <ul style="list-style-type: none"> • Manage and protect scenic, archaeological, geological, biological, or other scientific features, or indigenous flora and fauna, or wildlife • Maintain value as a soil, water, and forest conservation area
Guidance for selection	<ul style="list-style-type: none"> • Area should be sufficiently large to preserve all the significant historic or archaeological features associated with the place, object or natural feature • Area should include sufficient additional land as a buffer against incompatible development or as unobtrusive sites for necessary services for management and public use • The primary value should be traditional, historic or archaeological through an association with major events, or Maori tradition • Area should have immediate interest to the visitor, or be important as a key for continuing research and interpretation of New Zealand history
Implications on development	The Council makes decisions when development is anticipated in the management plan. This includes pedestrian and cycle access and tracks, necessary structures and facilities eg seating, signs and fences.
Implications on the natural environment	Activities related to the natural environment are anticipated in the management plan allowing the Council to make decisions, including plant restoration and re-vegetation, weed, animal and plant pest control.
Delegated Authority to Classify and change Classifications of Reserve Status	Pursuant to the Instrument of Delegation for Territorial Authorities dated 12 June 2013 The Minister of Conservation delegated the authority to classify reserves under s16(1) and change the classification or purpose of a reserve by notice in the Gazette under s24(1) of the Reserves Act 1977.

Classification category	Recreation Reserve
Purpose	An area of land (or land and water) possessing open space, and outdoor recreational values especially suitable for recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, including recreational tracks in the countryside.
Objectives of management (s.19)	<p>Primary</p> <ul style="list-style-type: none"> • Allow the public freedom of entry and access subject to such conditions as are necessary for the protection and well-being of the reserve and for the protection and control of the public using it • Conserve those qualities which contribute to the pleasantness, harmony and cohesion of the natural environment and to the better use and enjoyment of the reserve <p>Secondary</p> <ul style="list-style-type: none"> • Manage and protect scenic, historic, archaeological, biological, geological or other scientific features or indigenous flora or fauna or wildlife • Maintain value as a soil, water and forest conservation area
Guidance for selection	<ul style="list-style-type: none"> • Area may be totally modified eg suitable for sportsfields • Area may be in a partly natural conditions eg suitable for picnic or camp sites or like development • Area may be lineal eg suitable for recreational walking &/or vehicle use
Implications on development	The Council has a high level of decision making authority. Policies in the Reserve Management Plan provide for day-to-day management and development such as erecting appropriate buildings, removing or cutting back trees, constructing and maintaining tracks.
Implications on the natural environment	Recreational use and development must be compatible with natural reserve values and open space. Reserve Management Plan policies protect key values eg enhancing coastal ecosystems, restoring natural features.
Delegated Authority to Classify and change Classifications of Reserve Status	Pursuant to the Instrument of Delegation for Territorial Authorities dated 12 June 2013 The Minister of Conservation delegated the authority to classify reserves under s16(1) and change the classification or purpose of a reserve by notice in the Gazette under s24(1) of the Reserves Act 1977.

6. Public Excluded

Recommendation

That the City Strategy Committee:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
6.1 Land Exchange Johnsonville	<p>7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	<p>s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.</p>
