

Tinakori Hill Landscape Proposals

Summary of submissions received

September 07

Summary of who responded

73 Submissions were received

- 30 Postal Surveys
- 1 Fax
- 1 Letter
- 40 Web Surveys
- 2 e-mail

7 Submissions identified themselves as an organisation

- Western Trackwork
- The Patanga Hill Planting Group
- Forbes Foundation
- Otari-Wiltons Bush Trust
- Wade St Community Tennis Club
- Highland Park Progressive Assn Inc
- Cycle Aware Wellington

Submissions came from 21 suburbs around Wellington

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|--------------------|----------------|
| ▪ 12 Wadestown | ▪ 2 Lyall Bay |
| ▪ 10 Northland | ▪ 2 Roseneath |
| ▪ 8 Thorndon | ▪ 2 Te Aro |
| ▪ 5 Karori | ▪ 2 Highbury |
| ▪ 4 Ngaio | ▪ 1 Aro Valley |
| ▪ 4 Wilton | ▪ 1 Central |
| ▪ 4 Mount Victoria | ▪ 1 Berhampore |
| ▪ 3 Khandallah | ▪ 1 Hataitai |
| ▪ 2 Brooklyn | ▪ 1 Miramar |
| ▪ 2 Kelburn | ▪ 1 Upper Hutt |
| | ▪ 1 Lower Hutt |

Summary by Questions

Q1 South-West (Northland/Wilton) access

17 submissions were generally supportive of the planned access way; reasons given were it would increase and improve access for all users.

17 Submissions raised concerns or suggestions about the proposed access. These included:

- need for better signage particularly around the Orangi Kaupapa area
- better maps showing route possibilities and degree of difficulty
- Security of vehicles
- Increased vehicle traffic/hoon element and safety of pedestrian and cyclists. One suggestion was only allow car parking between fixed publicised daylight hours
- Concern about any widening of the drive if it involves significant cutting of banks or clearing of vegetation. One alternative given was creating one or two passing bays.

Additional comments included:

- “The access from Orangi Kaupapa leading to the ridgeline was badly damaged by logging trucks”
- “I feel that no changes should be made, parking is possible on Orangi Kaupapa”
- “An extra barrier is shown at the bottom of the road off Orangi- Kaupapa Rd, with car parks. This would cut down access to the top and make access more difficult. Why is it suggested”?

Q2. North-West – Weld Street Access

Walking Track to the Tennis Court and Northern Walkway

The majority of submissions raised concerns or suggestions regarding the proposal. These included:

- Safety around entrance for cyclists and walkers using this route. One suggestion was for the walking track to the tennis court and the northern walkway be closed to bicycles and all other vehicles, except WCC, contractors on business, police and emergency service, to reduce the risks faced by walkers and runners on the Northern Walkway
- Tennis club has access to the proposed gate to permit vehicles of club members to drive to car parking below court
- Concerns about limiting vehicle access and impact on disabled people who want to use route/enjoy the great views
- Retain roadway as far as tennis courts and make parking/viewing areas on 2 flat areas adjacent
- Better signage needed and Track must be of easy grade to allow good access to view points
- Need to upgrade the road which was wrecked by the logging trucks
- the Otari-Wiltons Bush Trust recommend that the landscape plan for Tinakori hill include a direct link track from east to west. Suggest the availability of purchasing private property (the owner of one block would consider the sale of a strip for a track to make it possible)

Additional comments included

- “council contractor did not align his gutter with the large flow of water draining over 400 metres of Welds St. this flows down the road to the tennis court. This flow has scoured out the road and the large trucks and machinery developing Wade St

properties, some part of the repairs should be their responsibility. Note also the fire break road from the reservoir all drains down past the tennis court scouring out the road. The club could put in cross drains to alleviate this” (Wade St Community Tennis Club)

Q2: General Comments about Access Point

10 Submissions were generally supportive of the proposed access point.

12 Submissions raised concerns or suggestions regarding proposed access point. These included:

- “Not convinced parking bays are required up to the car park as traffic is infrequent. Important that vehicle barriers are robust or vandal proof”
- “In general I would not like to see any unnecessary vehicle tracks on Tinakori Hill”
- “Please maintain vehicle access to views out over city from turn around area above grassy slopes. Often used for elderly or international visitors”
- “please allow enough room for baby buggies and bicycles to get passed barriers”
- “Would like to see free access given for mountain bikers as well as walkers”

Q3. Grant/Wadestown Road Access

15 Submissions were supportive of the proposed access point

12 Submissions raised concerns or suggestions regarding the proposed access point. These included:

- “There used to be an informal track, access point here until a recent planting - reinstating this would be at the cost of quite a number of healthy native seedlings”
- “Pedestrian safety will have to be managed as traffic heading north along Grant road turning up Wadestown rd often do so at speed”
- “A much better access point would be from the old waterworks building, which is more convenient for both parking and tracks”
- “Parking at this point would be a problem for all residents parking”
- “pedestrian safety is major concern at this junction. Where exactly do you expect people to cross?”
- “Iwi be consulted about the placing, in a brochure about Tinakori Hill and on interpretation panel, of information about the old Maori Track from Pipitea Pa to Owhariu/Makara Beach as the route of the track passed close to this road junction”
- “track maintenance in the initial stages of the trails to make them more welcoming/easy”
- “unlikely to get the usage that the Council officers predict...there is no parking available during the week as it is all residents and coupon parking. And not much available at the weekends”

Q4. St Mary Street Access

12 Submissions were generally supportive of proposed access

11 Submissions raised concerns or suggestions regarding the proposed access point. These included:

- “Not great for bikes as proposed, scout hall entrance/exit easier and safer”
- “This access connects to a confusion of side tracks including the much favoured Patanga Crescent route which eventually leads to Stellan Memorial Park and the

Ridgeline. A locational sign should indicate these options...

At the very least a directional sign should be placed by the main gate of the Botanical Gardens to make the link between it and Tinakori Hill”

- “We believes this is an exit point rather than an access point. There is no parking available in the street on nearby Tinakori Road”
- “Signs need to make it clear that there is no car parking and no turning at the end of St Mary Street”

Q5: Secondary Access and Link Tracks

10 Submissions were generally supportive of proposal

11 Submissions raised concerns or suggestions regarding the proposed access point. These included:

- “There remains an access gap along the NW side of the hill. Consideration should again be given to approaching the owners of Rangiohau to consider long term options for access (possible land purchase) to Cecil Rd”
- “The Monmouth way entrance provides an important access to Tinakori Hill for many suburban dwellers between Otari and T Hill. In addition it could be an important link with Otari track network with its extension to the outer green belt. This access requires improved signage. This track has been neglected over recent years by the council and volunteers in collaboration with council would like to open and upgrade the area”
- “I would like to see more attention to tracks for commuters going to/coming home from work. I like to go cross country but can only do so when the grass isn't wet - too steep and slippery. Tracks/steps from Wilton/Wadestown to Thorndon, Grant Rd would be good. Please consider a track from 101-103 Cecil Rd to the top of the ridge”
- “Maintain good access to Monmouth way end and city bus services/route. A good link track should be maintained between Orangi Kaupapa and St Mary St to make loop walks round trips easy. All secondary access points should be maintained”
- Otari-Wilsons Bush Trust provides an extensive explanation (see Survey number 25) regarding developing a link track involving the potential purchasing of land close to Mairangi Rd.
- “I would not like to see any of the secondary tracks to be 'developed' i.e. made into wide vehicle tracks. I would like to see a track connection between the ridgeline and the central section of Cecil Rd if this was possible or the opportunity arose to make it possible (presumably this would involve agreement with private land owners or possible purchasing private land if the opportunity arose)”

Q6: Proposed New Tracks, Minor/Secondary Tracks and Tracks No Longer Needed

13 Submissions were generally supportive of proposal

17 Submissions raised concerns or suggestions regarding the proposed access point. These included:

- “It would be great benefit to have the Huntingdon St, Cecil Rd - Glamorgan St network extended northward. My voluntary group could help with this (Western Trackwork)”
- “One minor track appears to have been omitted from the plans. This is the ‘high side’ from Glamorgan St to join the track from Huntingdon St just below the ridgeline track; this is an important and useful track giving a convenient circuit walk”
- “the council should consider collaboration with responsible and able volunteers who can assist with their maintenance under their discretion and supervision”
- “It would be easy to construct a track for the northern walkway on the top of the bank beside the road to the tennis court. This will separate pedestrians and vehicles”

- “Leave things as they are”
- “The track from the ridgeline track to 173 Cecil Rd be retained and maintained. Reason, the track approximates the route of the old Maori track from Pipitea Pa to Owhariu/Makara Beach. It provides access to Cecil Rd then steps to Edgware Rd then Euston Rd, Mairangi Rd”
- “some signs on the smaller tracks. It is difficult sometimes to know where they lead”
- “many of this subsidiary tracks and trails add variety it would be sad if people felt constrained to only go on benched tracks. The proposed upgraded benched vehicle tracks will be a boon to pushchair, wheelchair and pedestrians”
- “The secondary/minor tracks can be maintained to a basic level for MTB. MTB groups will do this as a matter of course”

Q7: Mountain Bike Routes

47 Submissions were generally supportive of access being given to Mountain Bikers. These comments included:

- “We have done much walking in the Makara Peck Mountain Bike Park and have found a friendly tolerance between riders and walkers”
- “I don’t have a problem with MB on the northern walkway. I can’t walk my dog on it without a lead so tend not to use that track much. They can have it”
- “happy to have more mountain bikers on the hill but some rules would need to be in place”
- “the main opposition is coming from dog owners who unleash their dogs and threaten injury to other dogs or mountain bikers. Since the mountain bike association have a ‘code of conduct’ a compromise would be to display this to remind new mountain bikers and better display the expected control of dogs”
- “Use barriers to slow riders where necessary”
- “would love to see a bike 'commuter track' from north to south - Wadestown Rd is very dangerous for cyclists at present”
- “I am happy with MB using R line. However I would not like to see any of the other tracks opened up to MB (including the northern walkway) and certainly not any of the minor tracks”
- Cycle Aware Wellington ... support the proposal to open up a route for shared use from Weld St to St Mary St as this would be of use to the many cyclists who commute by MB between Wadestown and the city. We feel that TH is not a high-use area and can sustain use just as well as Mt Vic, Central Park and Frank Kitts Park. In addition, in order to also open up a commuter route through TH for the western Suburbs, we suggest that access be granted to the Northern Walkway via Puketiro Av (off Orangi Kaupapa Rd) and then the new Southern Connector track. ..As per AustRoads engineering guidelines we suggest that any new track planned for dual use by walkers and cyclists have a maximum gradient of 10% and a width of 2-3 metres. We also suggest the use of barriers to limit rider speeds on approaches to corners with limited visibility. We support planting of native species. This will generate a thick under-story which should prevent the easy off track riding that has been a problem on Mt Victoria pine covered slopes”
- “Tinakori Hill is a natural Mountain Biking site. As Wgtn develops its reputation as a world class Mountain Biking city it should use this opportunity to develop some MB tracks”
- “Back in 97 The MTB review committee recommended all of Tinakori Hill be open to MTB but the full council over-ruled that restricting riding to the ridge. The tracks that are not suitable for walking on due to narrowness or steepness are perfect for slow technical MTB”. Access for MTB could be restricted to off peak walking times e.g. 9am-5pm week days only if necessary. At that time only runners use Tinakori currently to any extent over lunch time”

18 Submissions raised concerns about the proposed access to Mountain Bikers. These included:

- “The northern walkway, especially the main track section across the face of the hill is heavily used by walkers, runners and dog owners. Mountain bikes will be dangerous on this track. MB should be restricted to the ridgeline track, the east/west connector and new southern connector/regarded logging track (enabling MB to travel between top and bottom)”
- “I agree there should be a new mountain bike route but strongly disagree that the northern walkway becomes a dual route. Reasons 1. Many children, older people, dogs use this route and bikes move too fast to be dodged. 2 - There has been at least one survey of dual use tracks; it strongly concluded dual use does not work. 3 - Northern walkways are not rugged enough for mountain bikes. They require 2/3 levels of greater difficulty on tracks made solely for their use/ I regret I cannot suggest any suitable areas of Tinakori Hill for this, most slopes are probably too steep”
- “I am strongly opposed to the proposal to make the northern walkway a dual use track, as bikes churn up the track and turn it into bog, which ruins it for walkers. Also visibility isn’t good around the many corners on the tracks, which makes for a high risk of collisions and again this is hazardous for walkers”
- “I am vehemently opposed to the notion of sharing the northern walkway with mountain bikers. Other routes could be developed primarily for mountains bikers e.g. steep sections on the east facing slope above St Mary St; sharing is dangerous as proposed”
- “Our group (The Patanga Hill Planting Group) feels strongly that to open the Northern Walkway, especially the Southern end of it, at the moment would not only endanger planting on either side of the tracks but return both Thorndon Green + the tracks to the rough muddied areas they previously were when bikes were allowed. To convert a most pleasant and peaceful place and much used walkway to a cycle track would need a very good argument. One cycle track on Tinakori hill is sufficient”
- “My view on this topic has changed as a consequence of the recent straying of cyclists, riding in convoy, in both Trelisick Park and on the gentler tracks of Mount Victoria”
- “anywhere else in NZ we take great trouble to separate pedestrians and wheeled vehicles as they are a dangerous mix. We do not even allow bicycles to ride on the footpath”

Q8: Existing and Potential Views From Tinakori Hill

30 Submissions were generally supportive of proposal. These included:

- “I don’t support removal of native tress for the sake of views, but support removal of pines and other exotics. Viewing structures are ok if done to scale and have supporting interpretation panels”
- “Don’t plant anything that will be obstructive in future. Also can you remove vegetation blocking view from Wadestown Road lookout bay, it used to be excellent”
- “The two proposed lookouts seem like a good idea. While viewpoints are probably desirable, I would personally not like to see large numbers of new viewpoints created if it involved significant amounts of forest being removed. A number of the proposed viewpoints seem unnecessary since there are already existing viewpoints close by (existing viewpoints 9 and 10 are close to the proposed viewpoints 6 and 7 and existing viewpoint 2 is close to the proposed new viewpoint 3. Adding a few seats at viewpoints seems sensible, but in general I would not like to see the hill too developed”
- “We support the enhancement of views from TH provided that vegetation removal/pruning is restricted to introduced plant species or NZ native species which do not occur naturally in the Wellington Ecological District e.g. pohutukawa, karo

and pittosporum ralphii. Reason - Wellington-appropriate native plants are themselves part of view enhancement”.

4 Submissions raised concerns or suggestions regarding the proposed access point. These included:

- “Our long term interest is in green spaces in/near the cities not being built on to such an extent that the original area is forever chopped up by big/little structures like botanic gardens”
- “No need for change, good views already available”
- “The view of Tinakori Hill from Mount Victoria reveals many patches with little vegetation, thanks goodness for the verdant splendour of the remaining trees. .. Wholesale tree felling is not envisaged anywhere in the Town Belt Management Plan or in the Implementation Plan...both talk of thinning only!... see no purpose for the plethora of seats planned”

Q9: Signage and Interpretation for Tinakori hill

35 Submissions were generally supportive of the proposal. These included:

- “I’d like to see some historical information about the old Maori routes over the hill through Otari and beyond”
- “Map boards must be properly oriented not placed back to front”
- Obviously the (Otari-Wiltons Bush) Trust wants the existence of the magnificent real wilderness tramping in Otari-Wiltons Bush to be advised on the signage at the Grant Rd/Wadestown Rd and St Mary St entrances. OWBT also wants a TH-Otari-Wiltons Bush to Trelissick Park, Skyline Walkway-Karori or Crofton Downs Railway Station Map or Maps to be available”
- “We support the intention ‘to minimise visual clutter’. The principal means of interpretation of TH natural history, heritage features etc be a brochure. This will help to minimise visual clutter which would result if comprehensive interpretation panels were placed at each entrance”

1 Submission raised the following concern “PLEASE, not too many signs. Can't people explore and do they need their hands held all the time. I like Tinakori as it is”

Q10: Vegetation

19 Submissions were generally supportive of the proposal

10 Submission wanted more active weed management and a widening of what was included. For example:

- “Brush wattle sycamore and blackberry should be added to management list”
- “Sycamore, buddleia, pampas, karaka, macrocarpa, broom, English ivy, brush wattle, inkweed, pittosporum ralphii, climbing dock, German ivy, holly-leaved senecio and gorse also be given priority for removal. Each of these weed species is invasive and threatens the restoration process of TH”
- “All planting of species that occur naturally in Wellington Ecological district and should be eco sourced. Plants such as hebe hybrids be removed because they are not appropriate...Escallonia and euonymus be replaced with karamu, common koromiko, native broom, tauhinu, coprosma propinqua, cabbage trees, kiakomako, coastal flax etc.... This will hasten the restoration of an appropriate fully functioning, indigenous eco system because hedges of locally appropriate native species help to increase indigenous biodiversity”
- “Blackberry, Sycamore + wattle might well be added to WCC management and wandering dock (an ivy like creeper which is increasing rapidly in the southern area of the northern walkway”

. 8 Submission wanted more proactive revegetation. These included:

- “The following locally appropriate native plants be used for revegetation of slopes below the northern walkway placed so that at maturity they will not block views from the track: common koromiko, it kouka/cabbage tree, kaikomako, makomako/wineberry, native broom, koromiko, ti kouka/cabbage trees hebe, tauhinu, coprosma propinqua, takupurenga/coastal tree daisy, wharariki/coastal flax, hangehange, ramarama, karamu (coprosma robusta and c. lucida etc) and in the gullies, kotukutu/tree fuchsia and pate/seven-finger. In addition, these planting will help to reduce erosion of the soils exposed by the removal of pines and later will help to reduce the potential for slips as the root of the felled pines rot. Queen's park and goldies Brae be managed as part of TH. These areas are on the flanks of TH. Water bars be installed on the northern walkway and later on the other tracks. This will help to reduce scouring of track surfaces during heavy rain. Holes in the track surfaces created when pine root plates lift be filled with soil. this will reduce risks to walkers and runners”
- “I'd like to see more proactive revegetation in more sites on the hill. Native planting on the upper slopes of Rangiohue on the NW corner of the hill show how quickly native forests can be re-established”

4 Submission wanted planting to widen beyond natives

Q11. Other Comments on Tinakori Hill

18 Submission made general supportive type comments regarding the proposal

8 Submissions made further comments about Mountain biking

9 Submissions raised additional concerns about the proposal. These included:

- “‘plant natives’ initiative may be in fact have a political purpose - the thrust in that direction could be seen as political correctness gone mad”
- Many of the local dogs use the whole Hill as a public toilet, with or without their owners. I would like to see lots of signs and dog pooh and bags so people are reminded to take responsibility for their dog shit. I would like to see trucks that are going up there for logging or maintenance to use another entrance rather than Weld St as the trucks come down Weld St and have a tight turn into Cecil Rd from Wade Street and these heavy trucks can be dangerous at this point and are also ruining the surface of the street”
- “I attended a meeting of the Friends of the Wellington Town Belt on Tuesday – had it not been for that chance, it is unlikely that I would have found out before the consultation period was over.. certainly what has been done is a big step forward but the document is hardly laden with detail which should inform the eventual result. The objectives of the document are narrow and its relationship to the Town Belt Management Plan deserve a wider debate – where for example do fire-breaks (currently overgrown) sit”?