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**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**AGENDA**

**Time:** 9:30am  
**Date:** Thursday, 13 December 2018  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

Mayor Lester  
Councillor Calvert  
Councillor Calvi-Freeman  
Councillor Dawson  
Councillor Day  
Councillor Fitzsimons  
Councillor Foster  
Councillor Free  
Councillor Gilbert  
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](mailto: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.*

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## **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**

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### **1.1 Mihi**

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

#### ***Taiō Pōneke<sup>†</sup> – 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.

<sup>†</sup> 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 6 December 2018 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.

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***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](mailto: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.

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## **2. Policy**

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# **DRAFT OUTER GREEN BELT MANAGEMENT PLAN**

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### **Purpose**

1. To seek the agreement of the City Strategy Committee to consult on the draft Outer Green Belt Management Plan (OGBMP).

### **Summary**

2. The Council is required to have a management plan for reserves it manages and administers under the Reserves Act 1977 (the Act). It is good practice to review management plans at least every 10 years. Council Committee approved the intention to review the OGBMP in 2016.
3. Attachment 1 shows the extent of the Outer Green Belt reserves (approximately 3,000 ha, or 62% of Council reserves area). The draft OGBMP identifies values associated with the reserves under the headings of Nature, Landscape, Culture and Heritage, Recreation and Access, and Community, Resilience and Identity. Objectives and policies are provided that apply to all of the Outer Green Belt, with more detail in a series of seven Management Sectors (summarised in Attachment 2).
4. The current plan content (published in 2004) has been comprehensively reviewed in the context of reserve management in 2018 and Council's broader strategic direction. Officers have also undertaken community engagement to inform the plan review. Refer to Attachment 3 for the engagement summary report.
5. The Act requires the draft management plan (refer to Attachment 4) to be publically notified for no less than a period of two months. The proposed submission period will run from January 23<sup>rd</sup> until March 25<sup>th</sup> 2019 with a consultation programme carried out during this period to raise awareness and encourage submissions.
6. There is a statutory process associated with classification and re-classification of reserves under the Reserves Act. This process will be incorporated into the draft OGBMP consultation process and is reflected in the recommendations below.

### **Recommendation/s**

That the City Strategy Committee:

1. Receives the information.
2. Agrees that the draft Outer Green Belt Management Plan (Attachment 4) is approved for public consultation in accordance with the requirements of the Reserves Act 1977.
3. Delegates to the Chief Executive Officer and portfolio leader the authority to approve minor wording, formatting and content changes as agreed by the Committee.
4. Instructs officers:
  - i. To give public notice under section 119 of the Reserves Act 1977 of the Council's intentions to classify (under section 14 of the Reserves Act 1977) and reclassify (under section 24 of the Reserves Act 1977), as appropriate, the parcels of land identified in Appendix III of the draft management plan (and summarised in Attachment 5), to reflect each parcel's primary

- purpose, and
  - ii. Once the period for submissions and objections has closed, if any objections have been received, to report back to the CSC to consider any objections, and to recommend to Council to resolve whether or not to proceed under sections 14 and 24 of the Reserves Act 1977 with the proposal to declare as reserve or reclassify accordingly the parcels of land identified in Part 6 of the draft management plan.
5. Recommends to the Council that; if no objections have been received once the period for submissions and objections has closed, that the Council resolves 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 Appendix III of the draft management plan (and summarised in Attachment 5) accordingly to reflect each parcel's primary purpose.
6. Establish an Outer Green Belt Management Plan Hearing Subcommittee to hear oral submissions on the Draft Outer Green Belt Management Plan. The Subcommittees membership to consist of the Environment Portfolio Leader as the Chairperson and four other Councillors. The Subcommittee will have responsibility and authority to: Accept and hear submissions on the review of the proposed Outer Green Belt Management Plan and make recommendations for changes to the Plan to the City Strategy Committee.

## Background

7. The draft OGBMP provides clear guidance for the management, development and use of the Outer Green Belt for the next ten years. It also captures a long term vision for this strategically significant part of the Wellington reserves network and the role it will play as the city grows and changes.
8. The idea and value of an Outer Green Belt has featured in Council's open space planning since 1972. The 2004 management plan was the first comprehensive policy for the vision of an Outer Green Belt.
9. The large scale and connectivity of the Outer Green Belt reserves and their proximity to the city sets Wellington apart as a 'city set in nature'; a point of difference that supports the city's high measures of environmental, social and economic success.
10. The draft OGBMP includes a long term vision, the essence of which has already endured and will continue to endure beyond the ten years of the plan:  
*"The Outer Green Belt is Wellington's wild green connector - it visibly defines the urban edge, protects and connects nature, and invites people to escape the city and explore".*
11. A set of Principles capture what is special about the Outer Green Belt and the things that will need to underpin all decision making on future use and management. These are:
  - *Natural skylines, undeveloped ridges and hills, and healthy native forests and streams are the foundation of the Outer Green Belt.*
  - *Continuity and connectivity is fundamental to the Outer Green Belt concept.*
  - *Diversity of landscape character and experience is a strength to be reinforced.*
  - *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.*

- *Community participation in managing the Outer Green Belt is enabled and supported.*

## Discussion

12. The draft plan's general objectives and policies are grouped under the headings of Nature, Landscape, Culture and Heritage, Recreation and Access, and Community, Resilience and Identity. These headings are also used to define and explain the values of the Outer Green Belt at the broad scale as a network of reserves with inter-related values. A Rules section has been added to the draft plan.
13. Because the land area and geographical spread of the Outer Green Belt is so large, the draft plan then provides more detailed information and direction in a series of seven area-specific 'Management Sectors'.
14. A significant amount of context and explanation accompanies the objectives, policies and actions in the draft plan. The formal consultation process will enable a wide range of groups and individuals who have different interests in the plan to consider it. Some are interested in specific issues and initiatives; others are interested in the overall picture. The final plan will reflect the opportunity to clarify and prioritise management and development of the OGB for the next ten years and into the future.
15. The main changes, issues and themes of the draft plan are summarised below.

## Land administration and protection

16. Historically, defining an Outer Green Belt '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'.
17. The focus for the next ten years can shift from 'establishing' an Outer Green Belt to closing the last gaps in connectivity and protecting areas that have complementary value as the opportunity presents. The Outer Green Belt reserves network will be extended as the city grows providing open space access and natural environment settings and connections to new urban areas.
18. Since 2004 approximately **200 hectares of new land** has been acquired and a public right of way across private land agreed that extended the Skyline Track. The 2017 land purchase of Te Ngahere-o-Tawa broadened the Outer Green Belt and improved open space opportunities for the Tawa/Redwood communities. The recent land purchase at Ohariu Valley Road filled in a further missing link on Ohariu Ridge where the largest gap in the Outer Green Belt remains at the western edge of the northern suburbs.
19. The need to **complete the Outer Green Belt reserves network and the Skyline Track** is a key point in the draft OGBMP. Areas of high open space value still exist at the edge of the urban area, with potential to reinforce the Outer Green Belt as a connected corridor with multiple open space values. Any more opportunities to fill gaps by acquiring land or gaining right-of-way public access will be explored as they arise.
20. There is particular opportunity to close the large gap in connectivity in the northern area; firstly to explore access rights or purchase of Transpower land between Old Coach Road and the new Ohariu Valley Road land, and secondly through the current urban planning work being undertaken by the Council and community to plan for



housing development at Stebbings Valley. The Stebbings Valley development includes planning to protect and enhance recreational, landscape and ecological values and may provide land and/or fund further land acquisition through reserve or development contributions.

### **Nature**

21. In 2015 Council published a new biodiversity strategy and action plan – *Our Natural Capital*. The Outer Green Belt reserves will continue to play a key role in achieving the outcomes in that strategy as it is a foundation of the city's 'natural capital' and underwrites aspirations for Wellington City to be a leader in environmental protection and management.
22. The draft plan identifies the need to protect and enhance '**nature for nature's sake**'. The intrinsic value of the natural environment and the opportunity to protect and enhance it is significant within Wellington due to the Outer Green Belt's large land area, the **connectivity** of its reserves and the high ecological values present. There is much potential for further enhancement.
23. The Outer Green Belt's role as an **ecological corridor** has strengthened, as vegetation has regenerated and better connected habitats. Native wildlife was barely mentioned in the 2004 plan but is now a key driver in plans to enhance the corridor by improving its connectivity and managing the ongoing reintroduction and spread of native species. Pest control has been intensified in recent years with community-led initiatives hugely assisting the protection of native wildlife.
24. **Weed control** at such a large scale continues to be a challenge with a continuation of research of biological control methods proposed in the draft plan. Current targets at the city scale, as identified in *Our Natural Capital*, are not being met and new funding will be required to meet both the city-wide and Outer Green Belt targets.
25. Since the 2004 plan, awareness and understanding of the significance of **stream catchments** has grown. The Outer Green Belt contains headwaters of many of the streams that flow through the urban areas and to the sea. The headwaters need to be protected and well managed, again for the sake of biodiversity and the natural environment in its own right but also to support Wellington's evolution as a city that integrates natural environment systems and functions into future growth and development.

### **Landscape**

26. The draft plan outlines the value of the Outer Green Belt landscape in **defining the character of the city** and the experiential values it provides. The hills of the Outer Green Belt are 'natural' in character and visible from across the city. At a more local scale, those hills surround and define local communities. The views out from the Outer Green Belt are spectacular.
27. The Outer Green Belt reserves are generally the city's '**wild**' **parks and open spaces** as opposed to the more highly managed or formal recreation-focussed parks. This point of difference is to be maintained through managing the landscape environment as a natural setting for outdoor recreation with few buildings.
28. The draft plan continues to emphasise the need to protect the hills from built development. The District Plan 'ridgelines and hilltops' overlay adds strength to the importance of protecting the ridges from built development.

29. The draft plan also emphasises the OGB's urban containment role in the City, as recognised in the district plan and *Wellington Urban Growth Plan 2014-2043*. Its continuous open space along the ridgelines defines a natural edge to urban development, helping keep the city compact and in touch with nature, even as it grows.
30. Assessment of grazing animals in the Outer Green Belt, including the costs and benefits and risks to people, has resulted in a change in direction in the draft plan. ***Gradually phasing out grazing is to be trialled*** over time, north of Makara Peak, in favour of alternative methods of maintaining open grassland or low vegetation where desired on the ridgetops for the recreational experiences and views. There is currently no grazing south of Makara Peak
31. Grazing had been thought to be a cost effective way of managing weeds and keeping areas clear for people to enjoy but assessment, including farm consultant's advice, showed a need to review the approach to land management. The land is of marginal farming quality and most of the areas small and/or not well located for simple stock management. Existing fencing is not in good condition and/or poorly laid out for grazing or for excluding farm stock from natural areas and permanent carbon sink areas. While some people enjoy seeing farm animals, others feel threatened by cattle and there is potential for conflict between dogs and stock. Cattle damage to tracks has been a significant expense in recent times. The future fencing costs to better contain grazing stock in preferred areas would far outweigh income from grazing licenses.
32. The change will be implemented gradually, as the trial areas will need to be monitored to observe and, if need be, adapt the methods used to keep the grassland weed-free and free of tall vegetation. Council officers will need to work with the graziers to work out interim grazing plans and longer-term exit plans, including adapting existing grazing in the interim to improve impacts, if possible. Investment in boundary fencing will be required in any event.
33. Plantation forestry is another area of change, in that the overall intention is to ***replace plantations with native forest*** primarily for biodiversity and catchment management reasons. The existing pine plantations will be managed on a case by case basis. In some stands, such as at Karori and Khandallah Parks, the emphasis is on managing old trees to age naturally, with some selective removal to enhance native regeneration. In the north, however, where the Spicer, Te Ngahere-o-Tawa and airstrip blocks are coming due for harvest, staged harvesting and progressive restoration is proposed. If left to age naturally, there would be ongoing management issues and considerable cost over decades of cleaning up and managing weeds on tree fall sites. If removed now, the costs of intensive replanting and weed management for a period of approximately five years could be largely covered by the timber value of the trees. Under the Council's commitment to the Emissions Trading Scheme (ETS) there is liability associated with change in land use from pine plantation to native forest cover. This will need to be considered in any harvest planning.

### Culture and Heritage

34. The Outer Green Belt is associated with a rich and varied history. The draft plan records some of this history and objectives and policies support the need to recognise protect and interpret the cultural and heritage sites, features and values of the Outer Green Belt.

35. The draft OGBMP also includes an objective 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.

### **Recreation**

36. The Outer Green Belt provides for a **wide range** of recreational opportunities. People enjoy a **variety of experiences** including contact with nature, physical activity, exhilarating weather, peace and quiet and spectacular views. The range of experience and sense of being in a 'wild' environment so close to the city is the setting for all the activities that people enjoy.
37. Completion of the **Skyline Track** remains a key initiative in the plan. The Track has been identified as a "Signature Trail" in the *Wellington Regional Trails for the Future 2017*, which outlines a framework for developing the region's trail network as a destination for trail-based recreation.
38. Most recreation is **informal active outdoor recreation** involving moving through the natural environment. The environment itself is the main attraction. Recreation activities that impact the natural environment need to be managed to ensure that the setting underpinning the activity is protected.
39. There has been an **increase in people** using the Outer Green Belt reserves, in particular with the exponential growth in recent years of mountain biking and community volunteer groups working on environmental enhancement projects such as planting, weeding and pest trapping. There is a balance to be struck between providing for as much use and enjoyment as possible while maintaining what is unique and valued about the Outer Green Belt.
40. The **track network is the principle recreation infrastructure** in the Outer Green Belt. It comprises a range of old farm roads, informal and purpose-built walking and biking tracks. There are also areas of well-developed visitor infrastructure such as at Zealandia and Otari-Wilton's Bush. Makara Peak Mountain Bike Park has developed into a regional mountain biking destination.
41. The Council's *Open Space Access Plan (2016)* will guide assessment of new track proposals. The Outer Green Belt provides a unique opportunity for a long connected track from end to end alongside **short local loop tracks**.
42. The Outer Green Belt is steep and rugged however there are opportunities to provide more accessible tracks to broaden the user groups and enable more people to benefit from using the track network as the city population grows and changes.
43. Every activity will not be available in every part of the Outer Green Belt so as to protect the experience of the natural environment setting, protect the natural environment for its own sake and manage the potential for different activities to diminish the experience of different user groups.
44. Opportunity to get more people out into the natural environment more often to support **human health and wellbeing** and opportunities for **community connectedness** is what the Outer Green Belt provides. This is supported by proposals to provide a broad range of tracks for different activities and people of different ages and abilities, develop better signage and wayfinding and provide appropriate facilities at key entrance areas.
45. The draft plan proposes a hierarchy of track entrances and nodes where basic facilities are needed at reasonably even intervals along the Outer Green Belt. **Ten 'main**

**entrances'** (five existing and five new) are proposed that will provide essential visitor information and amenities in keeping with the natural environment settings. This will require increased investment and operational expenditure. There may be opportunities to explore partnerships with large organisations with an interest in some of these areas such as Meridian Energy (Brooklyn Turbine owner) and Transpower (has considerable infrastructure on the Outer Green Belt and access rights).

46. Participation in activities such as orienteering and running and mountain biking race series events are growing in popularity. Events and activity programmes promote awareness about what the Outer Green Belt has to offer, encourage participation in physical activity and interaction with the natural environment and **showcase Wellington**. Events and activities will continue to be supported.

47. A **permitting process** for events, activity programmes and commercial concession activities ensures the environmental setting that provides the attraction is protected, recreational opportunities enhanced and the experience of other user groups considered. Opportunities for environmental benefits and partnerships with event organisers will be explored.

#### **.Community, Resilience & Identity**

48. The successful establishment and ongoing management the Outer Green Belt is the result of **community action and partnership** which has increased markedly since 2004.
49. The 2017/2018 survey carried out for the plan review showed that residents consistently value the role of the Outer Green Belt as a large public open space at the edge of the city, which helps define the city's character and contributes to Wellingtonians' quality of life.
50. The draft plan identifies the need to continue to **work with iwi as partners**. The Council's new *Te Tauihu: Te Reo Māori Policy* provides an opportunity to work more closely with iwi and the wider community to help interpret and understand cultural relationships with the land and places of the Outer Green Belt and see and use Te Reo in signage.
51. Partnerships with **neighbouring property owners** is also a key part in the future success of the Outer Green Belt. Many of the landscape and ecological values are also present on neighbouring land, rural and residential, adding overall value to the corridor concept. The principle of being 'good neighbours' is also emphasised as the basis for managing potential boundary issues.
52. **Education, research and monitoring** are key areas where there needs to be more emphasis to better inform decision making, test ideas and gauge trends and change. The draft plan notes the need to work with various organisations and groups to use science and technology and to tap into new forms of open data capture.
53. There has been an exponential **rise in community groups volunteering** time and resources in activities such as animal pest control, planting, weeding, site maintenance, track building, guiding visitors and monitoring the environment. Ongoing volunteer support is needed to help coordinate work, look for opportunities to optimise outcomes and manage competing priorities and allocation of time and resources to the many projects. Monitoring to quantify the value of these activities to the environment,

individuals and communities and the amount of funding required to support voluntary work is proposed.

54. **Resilience** is a new focus in the draft plan. A range of **ecosystem services** are one benefit to the city of protecting and enhancing the Outer Green Belt's natural values. For instance, the increasing forest cover on steep land in the upper stream catchments on the reserves helps protect and enhance water quality. Participation in activities on the Outer Green Belt is helping to strengthen local communities, community water stations have been installed in a number of places and some areas have been noted as potential places of refuge – all contributing to **emergency and disaster preparedness**.
55. The Outer Green Belt is already supporting some 1,300 ha (or 89%) of regenerating forest registered under the Permanent Forest Sinks Initiative. The potential has been identified for more areas to become carbon sinks. The stored carbon could help the city become carbon neutral and there is also potential to reinvest the carbon revenue back into the carbon sink areas, as these areas need ongoing management to ensure the forest is healthy and meeting the carbon farming requirements. The Council will need to carefully consider opportunities to maximise potential of involvement in these schemes as they rapidly evolve and change. It is important to understand what the initiatives mean to future use and management and other values associated with the reserves.
56. The Outer Green Belt reserves will continue to contribute to Wellington's reputation as a beautiful, invigorating and liveable **eco-city**. The reserves contribute to the **identity of the city** and the people who live here. The Outer Green Belt is where we can see some of the city's best attractions – the natural landscape and native birds.
57. More **signage and way finding** information across the reserves and online is proposed to help people navigate the many reserve areas and to encourage more people to explore.
58. An **interpretation plan for the entire Outer Green Belt** was a proposal in the last plan that has not been realised. The draft reiterates the need to do this so that the interweaving stories of mana whenua, early settlement, city development and nature conservation can be told. The completed plan would then be implemented over time in a number of ways, including through signage and online.

### **Seven Management Sectors**

59. The main initiatives in each sector are summarised in Attachment 1.

### **Next Actions**

60. The proposed timeline is as follows:

#### **13<sup>th</sup> December – 23<sup>rd</sup> January**

Finalise consultation plan

Prepare collateral including a summary document based on maps and information in this report.

#### **23<sup>rd</sup> January – 25<sup>th</sup> March 2019**

Formal consultation period. Activities include:

- Notice in the paper as required by the Act
- Online information including a promotional video about the Outer Green Belt.
- Copies of the draft OGBMP and summary document available online and at service centres and libraries and on request.
- Emails or letters to all individuals and groups contacted to date to provide the latest information and invite them to make a submission of contact officers for more information.
- A series of awareness raising events in the Outer Green Belt
- Promotion to schools in the communities adjacent to the Outer Green Belt.
- Attend special interest group, resident associations and community board meetings on request.






Submissions will be received electronically through the website or by email or mail.

**April 2019** - Oral hearings

**April – May 2019** – Analysis of submissions and drafting final plan

**June 2019** – Approval of final plan

## **Attachments**

Attachment 1.	Map of Outer Green Belt Reserves <a href="#">↓</a> 	Page 18
Attachment 2.	Sector Summary - Outer Green Belt <a href="#">↓</a> 	Page 19
Attachment 3.	Engagement Report - Outer Green Belt Management Plan review <a href="#">↓</a> 	Page 22
Attachment 4.	Draft Outer Green Belt Management Plan <a href="#">↓</a> 	Page 31
Attachment 5.	Outer Green Belt Reserves Classification Tables <a href="#">↓</a> 	Page 257

Authors	Bec Ramsay, Manager Open Space and Recreation Planning Shona McCahon, Reserves Planner
Authoriser	Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer



## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

The engagement summary of work with the community to date is attached. A consultation plan will be finalised based on the summary at paragraph 60 above. Officers will ensure consultation planning and activities are well coordinated across other Council business units. There will be particular emphasis on raising awareness about the Outer Green Belt in the Churton Park area and among the general population who are not necessarily part of any established special interest groups.

### **Treaty of Waitangi considerations**

Iwi consultation will form part of the consultation plan and officers will work with the Council's Tira Poutama-Iwi Partnership team for advice and guidance.

### **Financial implications**

None associated with consultation on the draft plan. The draft plan includes unfunded initiatives where new funding is likely to be sought over the ten years of the plan to see the initiatives come to fruition.

*Initiatives* to improve the Outer Green Belt's spatial connectivity, such as land purchase or negotiating rights of way for access, will depend to an extent on opportunity but the draft plan identifies the need to take opportunities as they arise. Some of the initiatives are one-off projects, such as new tracks and developing new facilities at key locations such as new entrances and toilets at the Mt Kaukau lookout. Some of these one-off projects will relate to new land acquisitions, where initial investment in planning and developing the land will be required. Other initiatives relate to proposed increased levels of service to enhance existing values e.g. improved way-finding along signature trails, more ranger presence, ongoing track improvements, weed and pest animal control. In some cases, increasing servicing now will avoid issues getting bigger in future e.g. weed control, fencing upgrades.

Priority will be given to each end of the Outer Green Belt. In the north there will be considerable opportunity in the next ten years to greatly improve the connectivity of the Outer Green Belt for the communities from Churton Park to Tawa (see earlier paras 17-20) and bring the level of open space provision and public access up to comparable standards with other areas. In the south, the Te Kopahou area has historically had lower levels of servicing than elsewhere and there are significant issues requiring attention to protect the unique biodiversity, landscape and recreational values there.

*Priority* will also be given to increasing servicing where investing resources now will save money in the long run. Weed control is a particular example, where effort now will help to hold the line on a growing problem and, therefore, avoid what would otherwise be a significant future liability.

*Potential revenue or in-kind funding sources* could help to cover some of the funding requirements. These sources include income from carbon farming, grazing (although this is minimal compared to the cost of fencing), concession operations, and reserve and development contributions.

### **Policy and legislative implications**

The draft plan has been prepared consistent with Section 41 of the Reserves Act. Officers have aligned the new plan with broader Council strategic direction and current initiatives such as Planning for Growth for example.

**Risks / legal**

None.

**Climate Change impact and considerations**

The plan identifies the potential for the Outer Green Belt reserves network to play a role in the resilience of the city and adaptation to climate change.

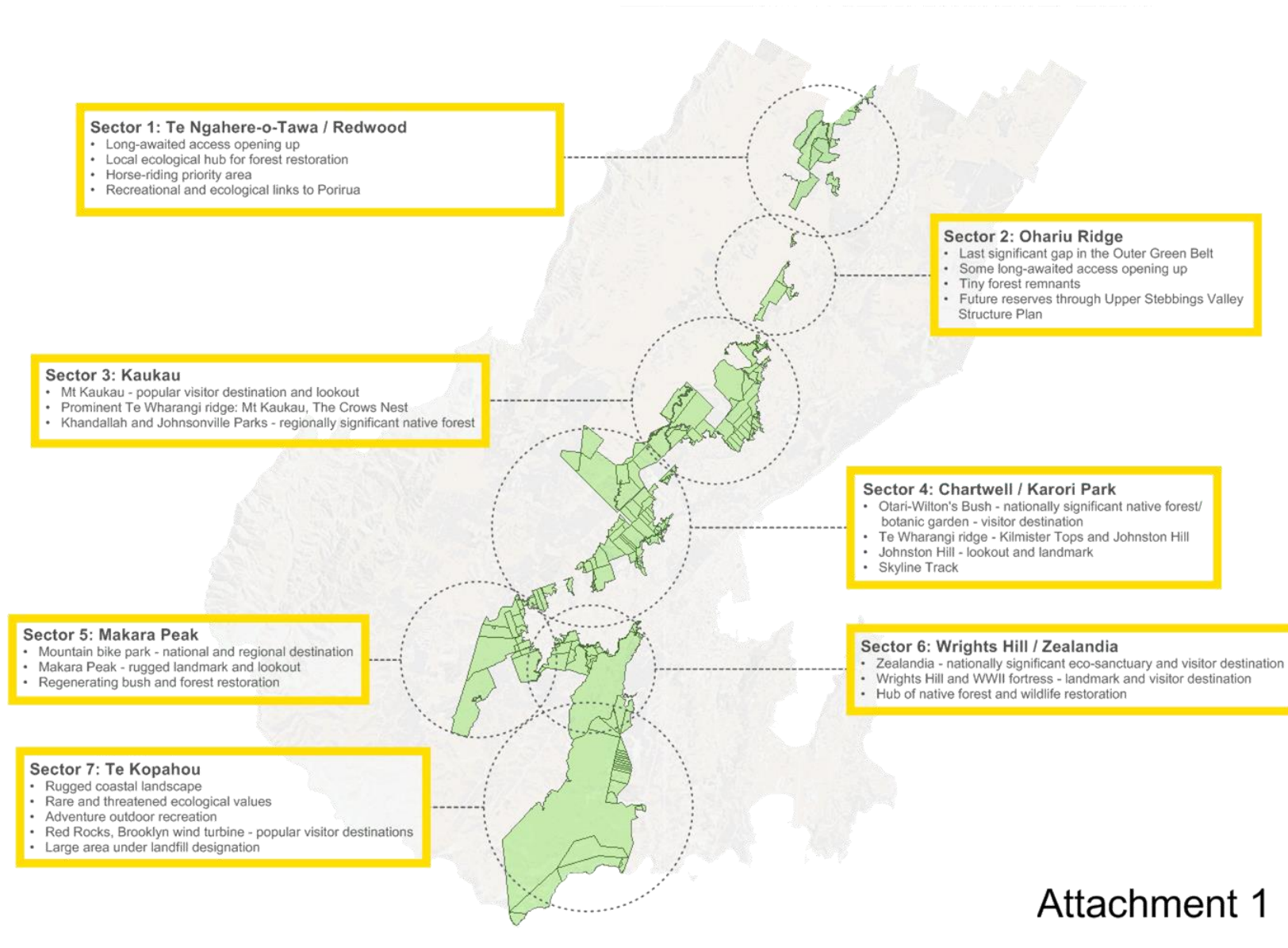
**Communications Plan**

This will be prepared alongside the consultation plan finalisation.

**Health and Safety Impact considered**

None.





Attachment 1

## **Attachment 2**

### **Draft Outer Green Belt Management Plan**

#### **Key Changes and Initiatives - Summary by Management Sector**

##### **Sector 1 –Te Ngahere-o-Tawa/Redwood**

- Connect the Skyline Track through this sector
- Continue to work closely with Porirua City Council to plan, develop and manage large adjacent reserves.
- Focus on track connections and more/better entrance points
- Horse riding priority area in Spicer Forest and parts of Te Ngahere-o-Tawa.
- New track development at Te Ngahere-o-Tawa for easier walking links, horse riding and to get cyclists access through to the proposed new Porirua Adventure Park area.
- Harvest forest block at 944 Ohariu Valley Road ('airstrip block') prior to 2025, opening up further horse riding opportunities..
- Careful staged removal of Spicer and Te Ngahere-o-Tawa plantations to gradually achieve native vegetation while making the most of opportunities for timber harvest to fund the necessary weed control and native planting.
- Manage timing and location of recreation track development for forestry tree management.
- Explore opportunities from the Upper Stebbings Structure Plan to extend and connect the OGB and connect to new suburban reserves network.
- Importance of Redwood Bush as a hub in the developing ecological corridor.
- Work with the community and explore funding partnerships to establish a community plant nursery to support long term forest restoration in this sector.
- Protect and enhance stream headwaters.

##### **Sector 2 – Ohariu Ridge**

- A key area due to the largest gap in connectivity in the OGB. Explore opportunities to close the gap and opportunities to fund land purchase or recreational access through ongoing residential growth in the area.
- Explore opportunities from the Upper Stebbings Structure Plan to extend and connect the OGB and connect to new suburban reserves network.
- New land at Ohariu Valley Road has opened up the opportunity to extend the Skyline Track north from Old Coach Road, if access can be obtained across Transpower land to Ohariu Valley Road and through the new land, connecting down at this stage to Churton Park. In any event, a new track up onto the new land will allow Churton Park residents access to the ridgetop for the first time. An entrance point to the Outer Green Belt from Ohariu Valley Road can be developed in time.
- Protect and enhance the stream headwaters, especially new reserves in Upper Stebbings Valley.
- Engage with the local community as the reserves network improves, to develop walkways and enhance bush remnants.
- Opportunity to help build relationships and partnerships in the new communities by connecting with nature, activities and advocacy in 'their' part of the Outer Green Belt.

**Sector 3 – Kaukau**

- Continue to protect and enhance this well established area of the Outer Green Belt. Work with Kordia and private land owners to secure long term public access and protect values of neighbouring land at Kaukau and in the Crow's Nest area.
- Develop new facilities at the summit of Mt Kaukau including toilets and water supply. Explore funding partnership potential with Kordia.
- Continue to manage the forests in this sector as important habitat along the Outer Green Belt corridor.
- Plan for phasing out grazing and develop and monitor new means of retaining open ridgetops.
- Consider additional tracks above new subdivision area at Crofton Downs and a new track proposal from Khandallah Park to the Crow's Nest above Ngaio.
- Create a new track entrance at McLintock Street North.

**Sector 4 – Chartwell/Karori Park**

- Continue to work collaboratively with land owners in this area to ensure recreation user experience and land values (ecology, landscape etc) are well managed alongside the needs of the different parties. This includes the Department of Conservation (Chartwell), Transpower (various areas) and private land owners (public Right of Way above Parkvale Road).
- Provide better maps and wayfinding in this sector where there are lots of tracks and high use. Continue to consider new track proposals and wayfinding to help manage potential for conflict between bikes and people on foot in this busy part of the Outer Green Belt.
- Consult on proposals for a group of three new Grade 5 mountain bike tracks in the area above the Karori Cemetery, north of Johnston Hill, in the context of track provision in the vicinity, priorities across the whole track network and the needs of small groups of specialist riders.
- Consider developing a main reserve entrance and consider other opportunities, such as education, at the woolshed area below the Chartwell substation.
- Provide information to encourage exploration and shared understanding of the significance of Otari-Wilton's Bush, recognising its importance as an 'ecological hub' in the Outer Green Belt and in the city.

**Sector 5 – Makara Peak**

- Continue to implement the Makara Peak Mountain Bike Park Master Plan.
- Ensure a Skyline Track route is available for people on foot through the Bike Park.
- Add wastewater treatment land to the Outer Green Belt reserves where it is not needed for wastewater infrastructure.
- Investigate and implement safe crossing of Makara Road at the saddle and wayfinding between the Bike Park and Fitzgerald Place, where the Skyline Track continues into Sector 6.

**Sector 6 – Wrights Hill/Zealandia**

- Develop Wrights Hill Summit as a main entrance to the Outer Green Belt with appropriate facilities and track opportunities for less physically able people.
- Develop interpretation and wayfinding and tell the stories of the area's military heritage.

CSC – Attachment 2 – Draft OGBMP – Sector Summary – 2018 Dec.



- Continue to manage Zealandia and Wrights Hill together as a focal area for continuing spread of species (particularly birds) along the Outer Green Belt and across the city.
- Progress the removal of significant private encroachments into the reserves above Zealandia from properties along Versailles St and Messines Rd.

#### **Sector 7 – Te Kopahau**

- This sector area has been extended to include all of the reserves right to the coast. Some of these reserves were previously included in the South Coast Management Plan but more logically fit here.
- Prioritise research to inform protection and enhancement of native plant and wildlife species in this sector. The area has a unique 'wild' character with some rare and endangered species and plant communities present.
- Prioritise weed and pest animal management in this ecologically significant area. There is a need to consider the costs and benefits of new fencing, which could be a significant investment. More investment in weed control is needed.
- Extra care is needed in this sector not to disturb land due to the difficulty in re-establishing vegetation.
- Consult on future track requirements and timing.
- Investigate opportunities to establish a coastal walkway route around to Makara and partnerships with adjacent landowners to provide basic overnight stays as part of a long 'tramping track' type of experience.
- Develop the Brooklyn Wind Turbine area as a main entrance. Explore partnership opportunities with Meridian Energy.
- Work will continue with property owners who have a legal right of access through parts of the reserves to manage the road as required by law and in partnership to allow the public to benefit from access along the road through the public reserve.
- Develop an inventory of cultural and heritage sites and plan to manage these sites and provide interpretation.
- Protect as scenic reserve land that has been managed as 'Te Kopahou Reserve' under the South Coast Management Plan. The land is currently held for refuse disposal purposes. The area covers the Waipapa Stream and Hape Stream catchments and associated ridges, and is particularly important for its ecological values, as well as landscape and recreational. It lies south of the land designated for landfill purposes and will not be required for that purpose.
- Support the regeneration of native vegetation in the buffer strip around the Southern Landfill, which is an important link to Zealandia. In due course, seek to protect the buffer as reserve under the Reserves Act.
- Owhiro Quarry – review its stability and ongoing restoration.
- Review management of the coastal road, which is now included within the Outer Green Belt rather than under the South Coast Management Plan 2002 (due for review). The interests of different user groups and the long-term sustainability of the road due to the effects of climate change are key considerations.

**Attachment 3**

**Engagement Report**  
**Outer Green Belt Management Plan Review**

December 2018

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## **1. Outer Green Belt Management Plan Review**

### **1.1 Background**

The Council is required to have a management plan for reserves it manages and administers under the Reserves Act 1977 (the Act) and keep them under continuous review. The Outer Green Belt Management (2004) Plan covers a large area of reserves comprising over 2600 hectares. This is over half of all public reserves space in Wellington City.

Our Capital Spaces (Open Space and Recreation Strategy) and Our Natural Capital (Biodiversity Strategy) provide the strategic framework for the review. Wellington's Outer Green Belt defines the western edge of the city's urban environment. It is a continuous green belt following the ridges west of the city – extending from the South Coast to Colonial Knob above Porirua. Within the OGB native forest is being ecologically restored and an active recreation network is highly accessible and expanding. Hugely valued by the people of Wellington, the Outer Green Belt is not separate from the city, but a vital part of it – a living, functioning, natural and cultural landscape providing a wide variety of tangible and intangible benefits for the city. The reserves network can support growth and change in the city.

A management plan provides the community with an outline of the function and management of reserves and enables the Council to more efficiently and consistently manage them under one plan. The continuous review of the plan allows the plan to adapt to changing circumstances and reflect changing community needs and aspirations.

## 2. Purpose of Engagement

### 2.1 Engagement Objectives

Prior to review of the plan officers sought to understand the current issues and opportunities in the use, management and development of the Outer Green Belt reserves. Officers initially informed the community that a review was taking place and then sought to get an understanding of what people value about this particular part of the Wellington City reserves network at this time.

The intention was that the engagement would inform the need to make changes to the current plan and identify areas where more work is required before any changes or decisions on new plan direction or content are made. The engagement would capture current trends in use and value judgement from a broad range of perspectives.

The comments received from key stakeholders and the general public throughout the engagement process would be used to inform and shape the new plan.

The consultation and engagement objectives for this stage of the project were:

- Provide clear and concise information and communication;
- Create a platform for honest and open communication;
- Gain maximum participation engagement and feedback from a broad range of perspectives;
- Receive maximum buy-in from stakeholders; and
- Meet Wellington City Council's consultation policy and Reserves Act obligations;
- Engage with adjacent landowners to identify their concerns around use and development of the Outer Green Belt;
- Engage with a wide range of recreational users of the Outer Green Belt including walkers, runners, bikers and horse riders;
- Engage with communities of interest and place (eg residents associations, environmental care groups etc);
- Gather information and insights to understand what the community values about the Outer Green Belt and to inform the review of the plan;
- Encourage active participation and ongoing interest in the formal consultation period to come.

## 3. Engagement Process

### 3.1 Engagement Principles

Public engagement requires a genuine commitment to communicate effectively with individuals and groups, and it is fundamental to the success of a project. When done well, it can improve both the quality of the project and the level of community buy-in to it. In order to undertake consultation in a meaningful manner, consultation was undertaken in accordance with the following key principles:

- Consultation will be based on commitment to open and honest communications with stakeholders and the wider community;
- Provision of regular and relevant information on the plan review to inform the wider community;
- Sufficient time for consultation must be allowed;
- Opportunities for feedback must be provided;
- The views received in the feedback must be taken into account;
- Every effort will be made to resolve any issues raised by stakeholders or members of the wider public in a proactive, timely and appropriate manner; and
- The consultation approach should be flexible and able to be adapted if required.

The consultation and communication process adopted the principles of the International Association of Public Participation (IAP2).

#### Significance and Engagement Policy

The project has a 'Medium' Rating, therefore our approach was to at least "Involve" the public in the process.

### 3.2 Key stakeholders

The following key stakeholders were identified prior to the engagement process being undertaken:

#### Iwi

- Wellington Tenth's Trust;
- Port Nicholson Block Settlement Trust; and
- Ngati Toa Rangatira.

#### Landowners within the Outer Green Belt concept area

#### Residents Associations and Community Boards, Environmental Groups, Recreation Groups and Clubs

#### Council Departments and Councillors

- Councillors Foster and Gilberd – drafting advisory group (all Councillors invited)
- Parks, Sport & Recreation (PSR) – Urban Ecology, Rangers, Assets team



- Property Team (land titles and reserves classification requirements),
- Place Planning Team (Planning for Growth and Upper Stebbings Structure Planning),
- Resilience team (carbon farming and infrastructure),
- Community networks (community gardening and food networks, community health and wellbeing and community resilience in emergencies).
- Wellington City Council Planning Policy Team.

#### The general public

- A survey of the Council's survey panel sought to understand what a representative group of Wellingtonians thought about the Outer Green Belt. The survey was then extended to the wider public.

#### Other

- Greater Wellington Regional Council (currently reviewing their parks network plan)
- Porirua City Council

Key stakeholder groups, landowners and Iwi partners were offered an opportunity to engage early. We also sought their comments on what issues and opportunities they have identified over the years and values they associate with the Outer Green Belt. This was done through the following channels.

#### **3.2.1 Iwi**

Officers sought advice on how best to involve Iwi in the management plan review from the Councils Tira Poutama-Iwi Partnership team. In October 2018 officers attended the Council and Iwi mana whenua Leaders Forum to introduce the review and seek advice on how the various groups would like to be involved.

#### **3.2.2 Landowners neighbouring the Outer Green Belt reserves**

The Outer Green Belt Management Plan 2004 identifies and maps an 'Outer Green Belt concept area' that incorporates land in both public and private ownership. The plan does not (and cannot) control what can and cannot happen on that private land. That is for the District Plan to determine. The intention in the 2004 management plan is that landowners within the concept area know about the important Outer Green Belt values and for opportunities to be explored wherever possible for the Council and wider community to work with landowners in identifying and protecting and/or improving those values.

Early engagement sought to advise land owners that the concept area would continue to be strategically important. We also sought their comments on what issues and opportunities they have identified over the years and values they associate with the Outer Green Belt. The process and timing for the review was outlined. They were invited to fill in a survey and to attend a series of public drop in sessions.

#### **3.2.3 Residents Associations and Community Boards, Environmental Groups, Recreation Groups and Clubs**

There are a number of known interest groups that are associated with or use the Outer Green Belt in various ways or represent communities of interest. This engagement sought to advise groups that the

management plan was being reviewed and understand the high level values they associated with the Outer Green Belt (though a general survey). The process and timing for the review was outlined.

Further engagement included officer attendance at meetings (for example meetings at the request of Walking Capital and attending the Churton Park Residents Association regular meeting) and invitation to attend a series of public drop in sessions. Officers sought to capture more detail around specific issues and opportunities that the various groups have identified.

#### **3.2.4 Council Departments**

Within Parks, Sport and Recreation business unit there are a number of subject matter experts with many years of experience in management of different issues and development proposals and relationships with the many community groups within the Outer Green Belt reserves. Regular project team meetings were made throughout all stages of the review and draft plan preparation to ensure this knowledge was included in the draft.

Meetings and information sharing across other Council business units ensured opportunities and issues with reserves management were integrated into other projects and work streams across council. In particular the Planning for Growth work and Upper Stebbings Structure Plan.

Councillors Foster and Gilberd expressed an interest in forming a small working group to review and comment on the draft plan as it was drafted in the second half of 2018.

Officers have also been meeting regularly with the Council's Environmental Reference Group.

#### **3.2.5 The general public**

A survey was sent to the Council's panel of residents who are a representative group of Wellingtonians. The survey sought to understand what the general public value about the Outer Green Belt reserves to inform the preparation of values and vision for the plan review. This survey was then extended to the wider public.

#### **3.2.6 Other Key Stakeholders**

Individual stakeholder meetings were undertaken with Greater Wellington Regional Council. The purpose of these meetings was to understand their reserve management planning approach and look for opportunities to share thoughts and ideas around the reserves network that services the Wellington Region. This was a timely exercise as they are also undertaking a review of their Parks Network Plan.

The Outer Green Belt extends to the Porirua City Council (PCC) boundary at Spicer Forest. Officers have been working with PCC to ensure the reserves and associated values are managed in a complementary way and provide for a good user experience as tracks cross the boundary within the reserves.

### 3.3 Raising awareness, promoting participation and gathering information

#### 3.3.1 Letters and Survey

October 2017 - Letters were sent as outlined above advising people and groups that the plan review project was underway, the purpose of the review and the timing. The letter invited people to fill in a survey and attend public open day meetings to share their views. Contact details were also provided for letter recipients to get in touch directly at any time.

October 2017 - January 2018 – online survey was open on the Council's website. Survey promoted through web and social media channels (including Our Wellington, Facebook and Neighbourly). The survey was also sent to the Council's panel of residents to ensure the wider community with no specific area or topic of interest could provide feedback on high level values associated with the Outer Green Belt.

#### 3.3.2 Public Open Days

November 2017 – public open day/drop in sessions held at Makara (7<sup>th</sup> November), Tawa (18<sup>th</sup> November) and Otari-Wilton's Bush (18<sup>th</sup> November). These sessions enabled people to look at large format maps and discuss particular issues and opportunities in detail with officers. Attendees could write notes on paper (anonymously) and/or discuss issues with officers and other attendees. This provided an opportunity to elaborate on what people may have thought about in the short survey.

#### 3.3.3 Ongoing meetings with Interest Groups, Residents Associations and Community Boards.

Throughout 2017 and 2018 officers have been meeting with various groups either attending their regular meetings to provide updates and seek information or at the request of the groups. Groups include:

WCC Environmental Reference Group  
Wellington Botanical Society  
Forest & Bird Wellington Branch  
Wellington Walking Capital  
Brooklyn Trail Builders  
Makara Ohariu Community Board  
Tawa Community Board  
Friends of Tawa Bush Reserves  
Mana Cycle Club  
Glenside Progressive Association  
Churton Park Residents Association

## 4. Summary of Feedback

Officers will work with Iwi groups between October this year and March next year both prior to formal consultation and during, to ensure opportunity is available for review and comment of the draft plan. Officers will work with Iwi to ensure any engagement is relevant and efficient in terms of time and resources, understanding the enormous range and quantity of engagement Iwi are called upon to participate in. The Council's Tira Poutama-Iwi Partnership team will continue to provide guidance.

The Outer Green Belt (OGB) survey was open from 24<sup>th</sup> October 2017 to 22 January 2018 and received 544 responses. Respondents were asked:

- What words came to mind when they thought about the OGB;
- Which parts of the OGB they had visited in the last 12 months;
- Which part of the OGB they visited most often;
- What user types they would support at their most frequently visited part of the OGB and;
- What facilities and services would they like to see on the OGB in general.

The survey report is available on request.

The survey confirmed that walking is the most common activity in all areas except Makara Peak Mountain Bike Park. There was support for facilities and services, in particular signs and information boards. There were many comments that simply noted the reserves values such as for example *"It is a great asset to Wellington"* and *"It is a fantastic resource"*.

The idea of improving the track network was apparent, which is a shift from the 2004 plan where the focus was on establishing a track network. Issues around track user conflict (real and perceived) between different user groups came through in the various engagements. Providing for walking as a 'priority activity' was a key concern for some.

A desire to not overdevelop the reserves was captured. This goes hand in hand with the general appreciation of its natural values.

Some people were scared of grazing cattle and disliked the mess and track damage caused by cattle. There was a range of opinions on activities such as dog walking and compatibility of walking and biking. There was interest and concern over the implications of the Regional Trails Framework.

Interesting ideas about the need/opportunity to provide for overnights stays and educational opportunities were voiced.

There is a concern over the management of weeds and the spread of Darwin's Barberry. The issue of prioritisation of resources and funding for weed management was raised.

Support for protection and enhancement of the natural environment was clear.

Some very specific projects – mainly around building new tracks were raised.

Overall, it was difficult to canvas the opinions of the general public and much easier to capture the views of well-known groups and organisations that already have a long history of involvement with the use and management of the Outer Green Belt.

There is a large amount of local knowledge about places, history, reserve values and current use. Some of the key findings of the engagement are specifically referenced in the draft management plan.







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## PREFACE

*Wellington's Outer Green Belt Management Plan 2004*, is currently under review. This 2018 draft plan (the Plan) has been prepared for public comment in the light of what has been achieved since 2004, changes and trends that affect the Outer Green Belt, and information gathered from community engagement in 2017 / 2018.

The main changes in this 2018 draft are as follows.

- Restructured and rewritten to improve clarity and add new content. The new structure is:
  - Part 1. Introduction: overview and context.
  - Part 2. Vision and Principles (*new section*)
  - Part 3. Description / Key Values
  - Part 4. General objectives and policies applicable to the whole Outer Green Belt
  - Part 5. Rules for use and development (*new section*)
  - Part 6. Objectives and policies applicable to seven management sectors.
- Scope changed to only Council-owned Outer Green Belt reserves rather than applying to a Concept Area, as formerly, which covered private as well as public land.
- Southern boundary extended to the South Coast shoreline rather than the top of the coastal escarpment; significant reserve land added.
- Updates relevant to national, regional and Wellington City Council strategy and policy relating to biodiversity, water quality, urban growth, recreation, health and wellbeing, and resilience.
- Updates to reflect completed tasks (e.g. Old Coach Road Conservation Plan) and on-the-ground change (e.g. new tracks).
- Updates to reflect results of 2017/2018 Outer Green Belt survey and change trends (e.g. patterns of vegetation change or recreational usage).
- Five essential principles introduced to help guide decision-making.
- More explicit about the value of the Outer Green Belt as an ecological corridor for wildlife as well as vegetation and its role in catchment management.
- Proposed phasing out of grazing on the Outer Green Belt and trialling other means of keeping ridgetops open.
- Gradual replacement of forestry plantations with native forest but with some selective harvesting in the short term
- Rather than the 2004 emphasis on establishing a track network, new emphasis on completing and managing the network, based on the *Open Space Access Plan 2016*, including identifying proposed new tracks and entrances.
- New topics on community resilience and Outer Green Belt identity / promotion.
- Updated mapping with current spatial data and revamped map templates to improve legibility.
- Identified 'actions', to assist in prioritising work programmes and projects, including those with no current funding, to inform future annual planning and Long Term Plan priorities, and to highlight any changes needed to asset management and operational plans

## PART 1: INTRODUCTION

### 1.1 ABOUT THIS PLAN

#### 1.1.2 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.

#### 1.1.3 PURPOSE

This *Outer Green Belt Management Plan* ('OGBMP' or 'Plan') has three main purposes:

- to provide a consistent policy, management and decision-making framework for the Wellington City Council's Outer Green Belt reserves;
- to promote shared recognition of the Outer Green Belt's importance to Wellington;
- to promote co-operation between the Council, neighbours, stakeholders and the community in regard to managing the Outer Green Belt.

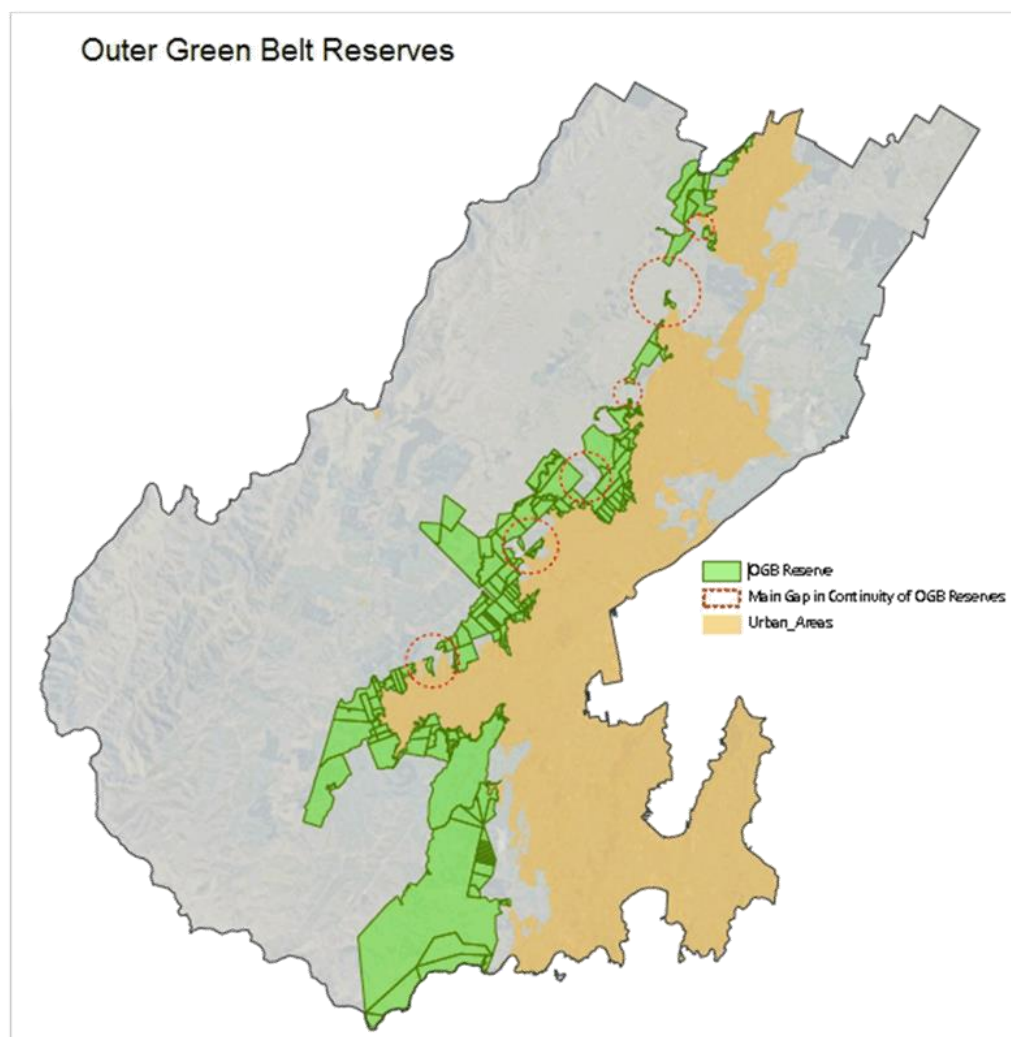
#### 1.1.4 SCOPE

The spatial scope of this Plan has changed significantly from the preceding 2004 management plan. 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 scope of this Plan is confined to only the land along those ridges that the Council either owns or manages on behalf of another agency, such as the Department of Conservation. The main reasons for the change 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 that 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 administering its own land, and being a neighbour to owners of adjoining 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, including seeking easements and rights of way for public access and through other mechanisms such as city-wide biodiversity and catchment management programmes. Any such initiatives are subject to the landowner's agreement and recognise that landowners also have their own objectives for their land.



### 1.1.5 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.

### 1.1.6 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 below.

**Note:** there are separate site-specific plans within some sectors that are subsidiary to and complement the policies in this Plan. They have been developed to address complex site issues and objectives requiring more detailed planning and/or operational guidance where development and use calls for detailed spatial planning. They are:

- > Makarā Peak – *Makara Peak Mountain Bike Park Master Plan 2017*
- > Zealandia – *Living With Nature - Tiaki Taiao, Tiaki Tangata, Strategy for 2016-2035*
- > Ōtari Wilton's Bush – part of *Botanic Gardens of Wellington Management Plan 2014*

Some areas on the edges or immediately adjacent to the Outer Green Belt are managed under the Suburban Reserves Management Plan as being more appropriate. These areas include playgrounds, the Wilton Bowling Green and the Karori Park playing fields.

#### 1.1.7 WHERE DOES THIS PLAN FIT IN THE COUNCIL'S WORK?

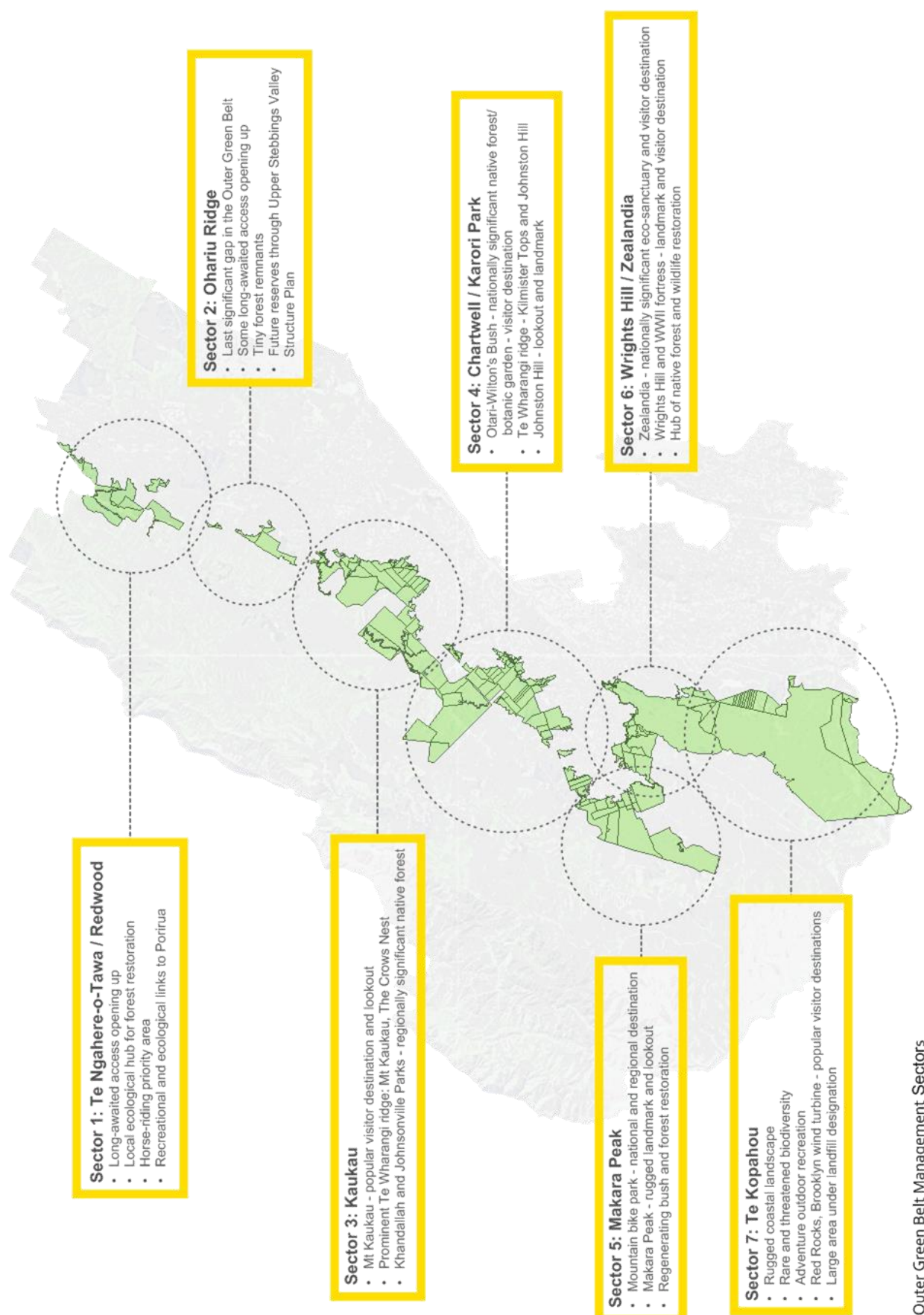
This *Outer Green Belt Management Plan* fits within a broad framework of statutory, regulatory and strategic policies. The relationships between this Plan and the other documents are shown in the diagram on the next page and explained in more detail in Appendix II, Policy & Planning Context. However, some key points follow.

- 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.
- This management plan is being prepared under the Reserves Act 1977, to provide the guiding framework for the day-to-day management and decision-making of the Council's Outer Green Belt reserves. It also provides for working in partnership with neighbours and communities towards the Outer Green Belt vision.
- The Outer Green Belt reserves are managed under the Reserves Act and under other legislation as necessary for any work that requires consents.
- 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 Spicer / Te Ngahere-o-Tawa forests in the Outer Green Belt, Porirua City's proposed adventure park and the Department of Conservation's Rangituhi/Colonial Knob walkway.

Draft Outer Green Belt Management Plan 2018

**PLACEHOLDER**

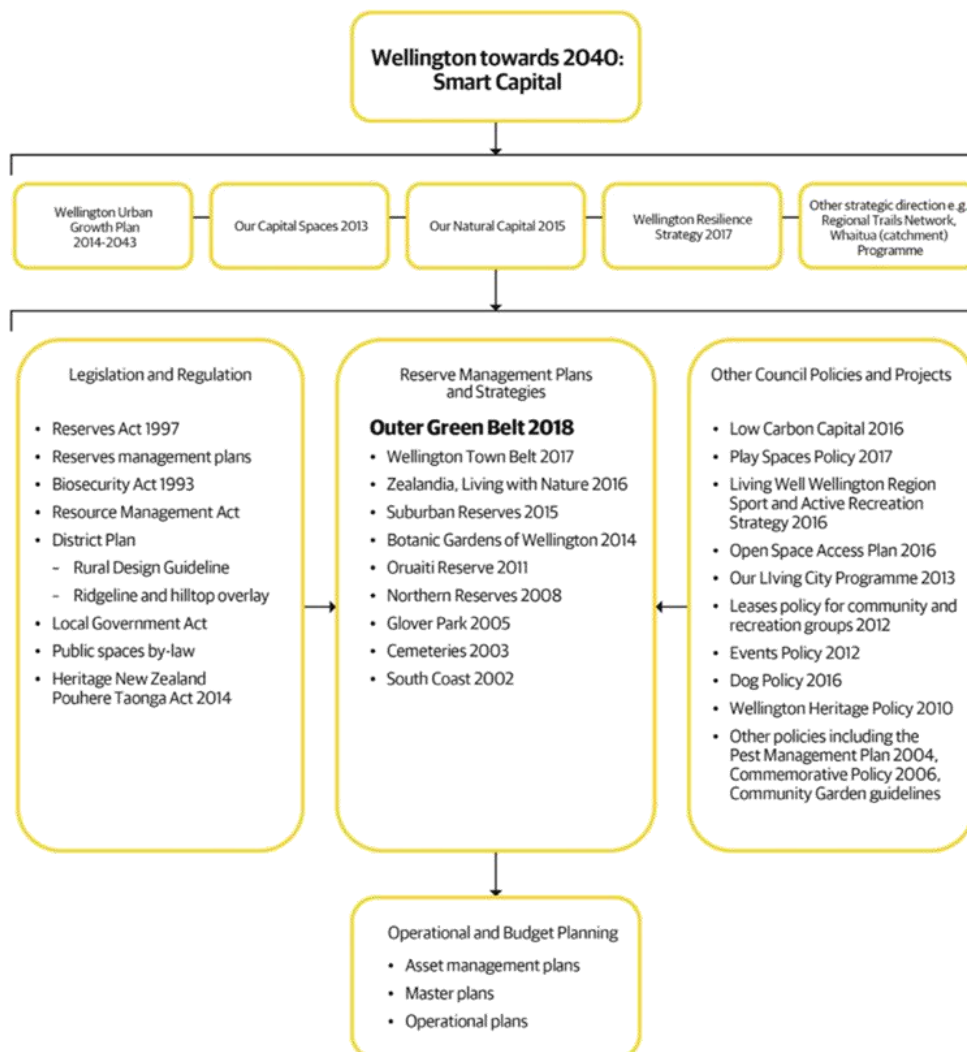
## Whole WCC Reserves Network map



Outer Green Belt Management Sectors



Draft Outer Green Belt Management Plan 2018

**Outer Green Belt  
Strategic Framework**

### 1.1.8 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 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 investment in support of this management plan's objectives.

### 1.1.9 RELATIONSHIP WITH MANA WHENUA

Wellington City Council recognises the importance of the mana whenua<sup>1</sup> 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 inform naming and interpretation processes and partnerships with iwi and the wider community.

<sup>1</sup> *Mana whenua* means customary authority exercised by an iwi or hapu in an identified area.

## PART 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 connects nature, and invites 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 ecological and recreational corridor from the City's northern boundary to the south coast and 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. 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 is enduring. 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 Council's Outer Green Belt reserves total 3,029 hectares.

### 2.2 WHY IS THE OUTER GREEN BELT IMPORTANT?

The various hills 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 Rangitūhi/Colonial Knob reserve in Porirua City, gives it a prominent role in the City's open space network. 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 and increasingly acts as the green buffer between town and country. This management plan will be used to ensure consistent protection and management of the key values and functions below, which are described in Part 3.

- Nature
- Landscape and urban edge
- 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 should 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.

*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 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.

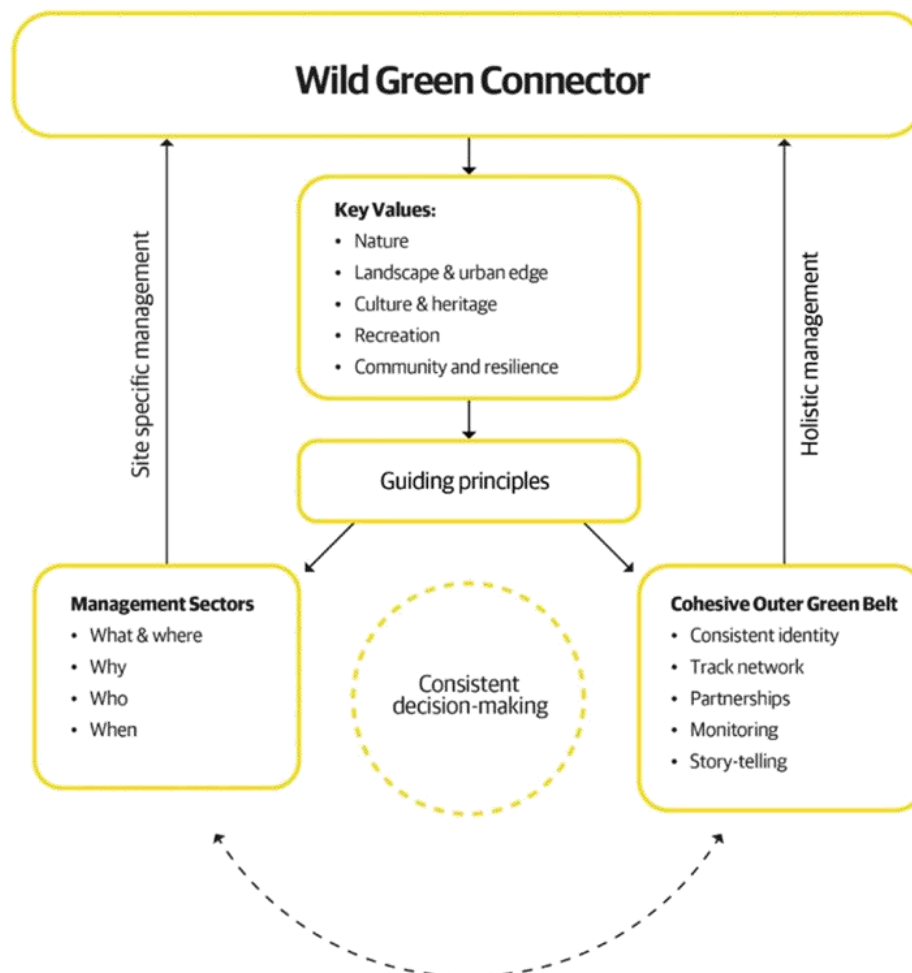
- > *Example:* A group of neighbours offers to clear and plant a weedy gully on the edge of the Outer Green Belt. The Council offers advice and materials to support their voluntary work. Others in the neighbourhood see the visible improvements and join in, strengthening the sense of community as well as enhancing the Outer Green Belt's natural values.

### 2.3.2 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 below 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 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.





## PART 3: DESCRIPTION / KEY VALUES

## 3.1 VITAL STATISTICS

**3,029 ha** of Outer Green Belt reserves

- > 63% of total Council reserves

**29 km** along the Outer Green Belt ridges from north to south

**377 ha** native forest remnants on the Outer Green Belt

- > 38% of all native forest remnants on Wellington peninsula

**1,308 ha** in carbon storage forest under the Government's Permanent Forest Sink Initiative (PFSI)

- > 89% of Wellington's PFSI areas are in the Outer Green Belt

**162 km** public track network in the Outer Green Belt

- > 42% of total Council track network
- > 14 km connected Skyline Track

**82,000 Council-supplied plants** planted on Outer Green Belt over last 15 years (since last management plan in 2004)

- > 29,000 planted by community groups
- > 30% planted in last four years, reflecting increasing trend
- > 1,000s more plants from the Forest & Bird nursery planted at Zealandia and Birdwood Reserve

More than 35 community volunteer groups helping manage the Outer Green Belt reserves



## 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.

### 3.2.2 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, Makarā Hill, Hawkins Hill and Te Kopahou) the harsh climatic conditions and poor soils would have seen the vegetation dominated by tough wind-sculpted 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 and, 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 succession seems to be starting to happen with Darwin's barberry, as observed at Wrights Hill, although it takes longer.*

In 1999, the primary forest remnants remaining on the Wellington peninsula were identified and mapped. The map underleaf 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, Ōtari-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
- OGB Reserve



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.

### 3.2.3 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 important natural areas below 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);
- Ōtari-Wilton's Bush/Johnston Hill: (refer management sector 4);
- Wrights Hill/Zealandia: (refer management sector 6);
- Spooky/Hape Gully: (refer management sector 7).

Around these areas, 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 Ōtari-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 manage nature in the Outer Green Belt.

The main exception to the pattern of reverting farmland is north of Johnsonville Park, on Totara Ridge, Ohariu Ridge<sup>2</sup> 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

#### 3.3.2 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 Makarā Peak and Wrights Hill and with only two low saddles – where Ohariu and Makarā 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 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 Makarā Road, where there has been no grazing on the Outer Green Belt reserves for some time.

<sup>2</sup> For the purposes of this plan, Ōwhāriu Ridge runs from the Ōhariu Valley Road saddle to the saddle at the head of Ōhariu Stream. The northern part of this ridge has formerly been called 'Spicer's Ridge' and the southern part, 'Best's Ridge'.

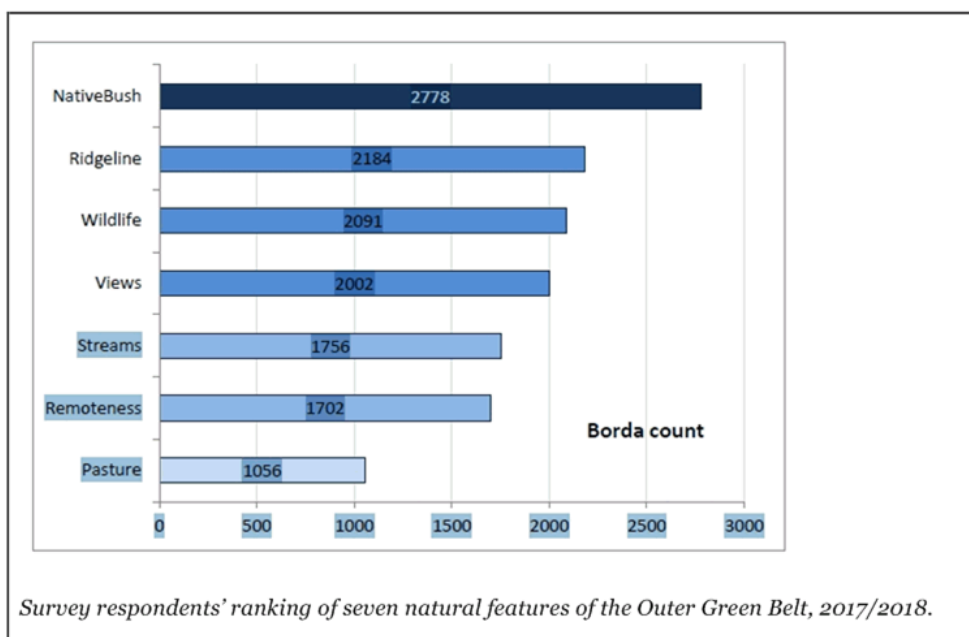
Viewed from the city and suburbs, the Outer Green Belt is seen as a forested ‘natural’ backdrop; viewed from the countryside areas of Ohariu and Makarā, it is still a largely rural landscape.

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).

### 3.3.3 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).



### 3.3.4 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



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.

#### 3.4.2 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 grove 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 Ōwhāriu – 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 Makarā 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'.<sup>3</sup> The Pari Whero cliff on the south coast is also associated with various Māori legends relating to Māui and Kupe.

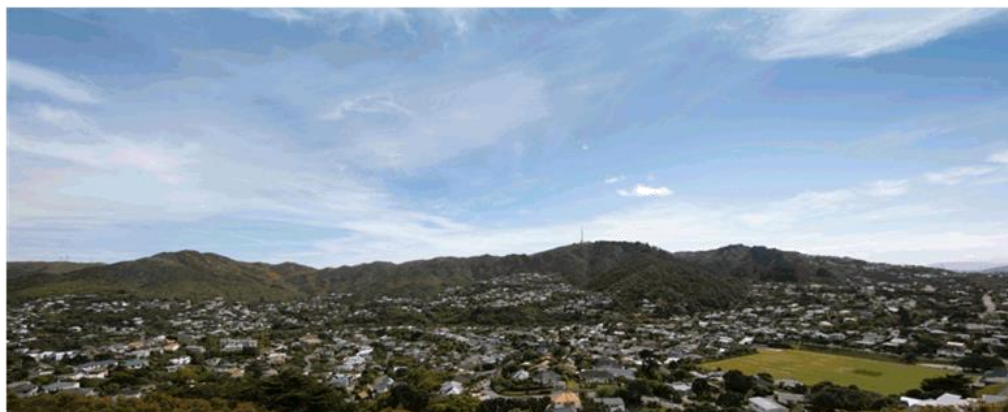
In 2003, the Waitangi Tribunal found that at 1840 the iwi groups that had take raupatu<sup>4</sup>, or rights of conquest over all the lands within the Port Nicholson block, which includes the Outer Green Belt, were: Te Ātiawa, Ngāti Ruanui, Taranaki, Ngāti Tama and Ngāti Toa Rangatira. Historical claims 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.

<sup>3</sup> <https://teara.govt.nz/en/wellington-places/page-5>

<sup>4</sup> 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."

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*Wellingtonians live within the hills, look at the hills and play in the hills – often all three!*





**Farming**

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.<sup>5</sup> 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

<sup>5</sup> Boffa Miskell, Thematic Heritage Study of Wellington, p. 30

(and fought) to protect natural values. The widely known Ōtari-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.

### 3.4.3 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.<sup>6</sup> 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 Ōwhāriu-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 Makarā saddle. Today there are still only two public roads that connect the rural communities with the city – Ohariu Valley Road and Makarā 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 Makarā 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

<sup>6</sup> 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 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.

## 3.4.4 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 Makarā 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. Wrights<sup>7</sup> 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.

<sup>7</sup> Wrights Hill has become the common usage, although it was gazetereed officially as 'Wright Hill', and the official name for the road is 'Wright's Hill Road'.



### **Public recreation**

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 Makarā 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, Ōtari-Wilton's Bush or Zealandia.

Recreational activities on the Outer Green Belt include:

- walking/tramping
- running/jogging
- mountain biking
- e-biking
- sightseeing
- 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
- drone flying.

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 Makarā 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.



- Walking was the activity most commonly undertaken by respondents in the area they visited most frequently in the Outer Green Belt. The exception was at Makarā Peak where biking was the most common activity.
- In the area they most frequently visit:
  - > more than 70% of respondents undertook 'foot-based' activities most often – mainly walking, running and ecological management (checking traps, weed control);
  - > more than half the respondents said they walked more often than any other activity;
  - > more than 20 % of respondents biked as their most common activity.
- In the area they most frequently visit:
  - > walking was supported by 95% or more of respondents in all areas except Makarā Peak (70% support);
  - > running was supported by 80% or more in all areas;
  - > biking was supported by more than half of respondents in all areas, with support levels up to 90% or more in the Makarā Peak and Te Kopahou areas.

[illegible]

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*Wellingtonians enjoy exploring and enjoying the Outer Green Belt in many ways*

Placeholder walking image

Placeholder mountain biking image



### 3.5.2 WHERE DO PEOPLE LIKE TO GO?

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, Ōtari-Wilton's Bush, Johnston Hill lookout, Makarā 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 Makarā Road saddles, Wrights Hill Road and the paved road to Brooklyn wind turbine and Hawkins Hill summit. Complex local networks at Ōtari-Wilton's Bush, Makarā 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 Makarā 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
<ul style="list-style-type: none"> <li>&gt; Polhill Reserve – Brooklyn wind turbine – Te Kopahou Reserve</li> <li>&gt; Northern Walkway</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Makarā Peak Mountain Bike Park</li> <li>&gt; Skyline Track</li> </ul>



Already, the Outer Green Belt is attracting increased use<sup>8</sup>, 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

### 3.6.2 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).



<sup>8</sup> Anecdotal observation from Parks, Sport and Recreation staff

### 3.6.3 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 1.1.7 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

### 3.7.2 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. The Outer Green Belt contributes 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.

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



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the reliability and quality of the water and the open space at the water station will be a gathering place for people.

### **3.7.3 CITY ECONOMY**

The Outer Green Belt contributes a number of tangible and intangible economic benefits.

Already, such destinations as Ōtari-Wilton's Bush, Zealandia, Makarā 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.

Wellington's Carbon Forests



## PART 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:

- Administering Outer Green Belt land
- Community, resilience and identity
- Nature
- Landscape and land use
- Recreation and access
- Culture and heritage

Where necessary, these are developed in more detail under the seven management sectors in Part 6.

### 4.1 LAND ADMINISTRATION

#### 4.1.2 OBJECTIVES

1. To administer and manage the Outer Green Belt reserves in a manner that reflects their 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.

#### 4.1.3 POLICIES

##### 4.1.3.1 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: section 5.3.5, 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. Where circumstances warrant, other reserve classifications will be considered and some land will not be classified at all. Proposed classifications and zonings are described in the land title schedules for each management sector in Part 6 and Appendix III contains a summary of the proposed new or amended reserve classifications.

*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.

#### **4.1.3.2 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 plan<sup>9</sup> 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'<sup>10</sup>. 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.

To achieve its function as a ridgeline 'spine' that forms a physical and visual barrier between the urban and rural sectors of the City area and to ensure its highly valued skylines are seen in the context of the hill slopes as well, the Outer Green Belt needs to be wider than a narrow ridgetop strip. This was one of the factors taken into account when the district plan ridgelines and hilltops overlay was defined.

<sup>9</sup> Wellington Towards 2014: Smart Capital and the Wellington Urban Growth Plan 2014-2043

<sup>10</sup> Policy 16.5.1.5 (which refers to 'Outer Town Belt')

*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.

#### **4.1.3.3 Relationship with overlapping plans**

1. Where any policy in this Plan is in conflict with a policy in another overlapping management, conservation or master plan, then the most recent policy will take precedence and provide guidance for the next reviews of the older plan(s).
2. 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.
3. 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 areas within the Outer Green Belt have site-specific plans where particular site values or uses require detailed guidance on management or development. Examples of overlapping plans include the Ōtari-Wilton's Bush section of the Botanic Gardens of Wellington Management Plan; the South Coast Management Plan; the Zealandia Strategy 2016-2035; the Wrights Hill Fortress and Old Coach Rd conservation plans; and the Makarā Peak Mountain Bike Park Master Plan. There are also some reserve areas closely bordering the Outer Green Belt, which have been developed as neighbourhood suburban parks (e.g. parts of Karori and Khandallah Parks). These areas are managed under the *Suburban Reserves Management Plan* but nevertheless connect closely with the more natural areas in the Outer Green Belt. 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.

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.

### 4.2.2 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, mainly on the city side, 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 contribute to the city's resilience through ecosystem services on the Outer Green Belt, where appropriate and within the scope of the Outer Green Belt vision.

### 4.2.3 POLICIES & ACTIONS

#### 4.2.3.1 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 4.6.3.7).

#### 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.
- b) Review weed management programmes on the Outer Green Belt and identify gaps in habitat type or species protection.

#### 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, kākāriki and korimako (bellbird) travelling out from Zealandia to areas where new populations could establish. 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 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.

#### 4.2.3.2 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, removal of any fish barriers and periodic rubbish removal 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).
5. Support community initiatives to care for and monitor streams through partnerships and programmes such as Sanctuary to Sea and Whitebait Connection.
6. Encourage neighbouring farmers to fence and plant riparian areas on their land and, where resources permit, offer practical support.
7. Ensure best practice freshwater management is applied when site works are required near or in streams e.g. plantation harvest, construction.

#### Explanation

The Outer Green Belt contains the headwaters of tributary streams flowing into all the city's main streams including Porirua, Ohariu, Makarā, 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 indigenous vegetation cover to the headwater land will improve water quality and habitat for freshwater species.

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 usage and quality objectives and 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.

#### 4.2.3.3 Indigenous flora and planting

1. Protect threatened or locally significant plant species through weed and pest animal control and enhance distribution through planting.

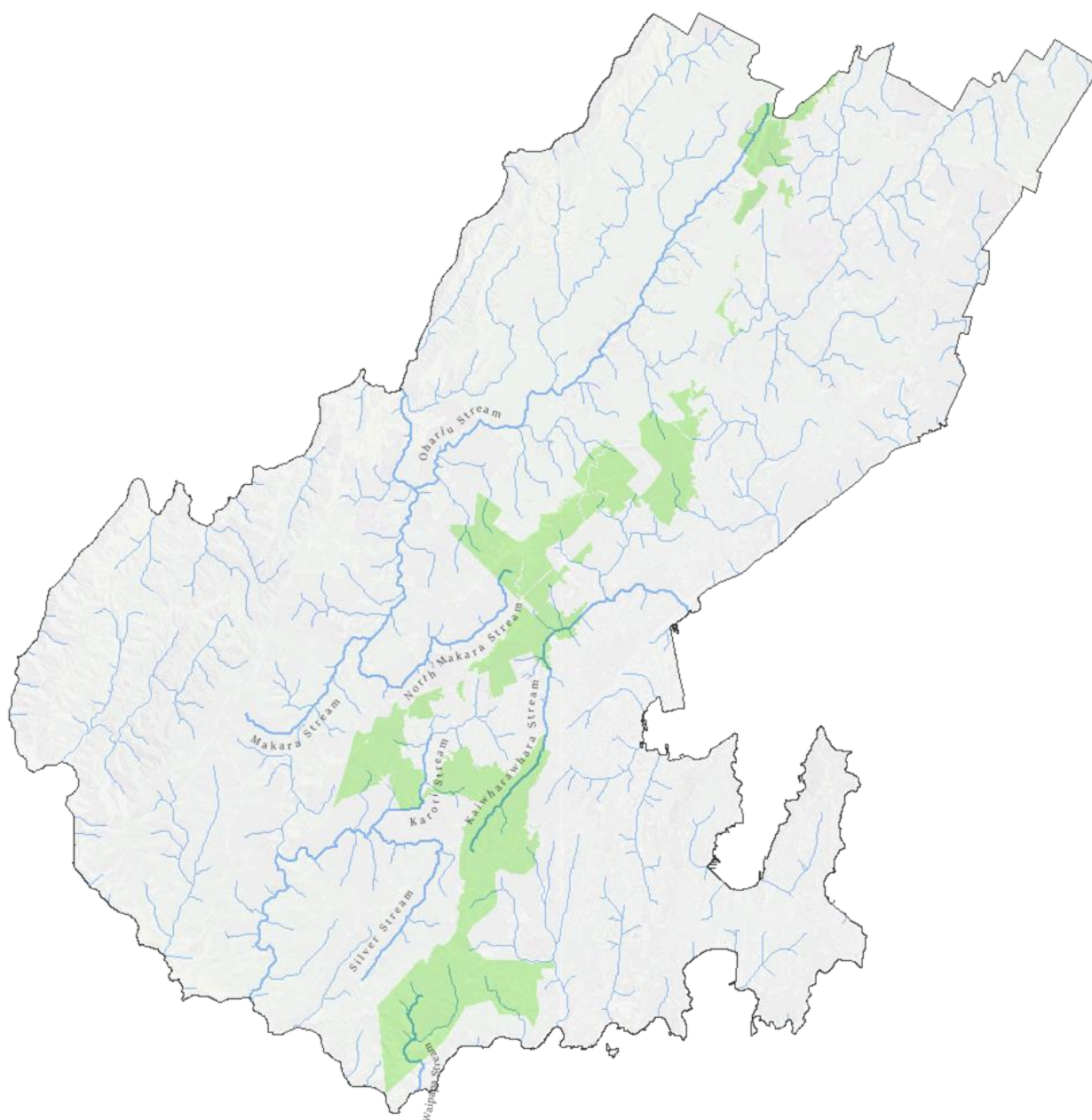
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2. Continue restoration planting programmes to enhance and connect important forest remnants in the Outer Green Belt, taking into account the potential for natural regeneration to occur and the need to ensure a mix of plant types, including emergent 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.

Wellington's Main Streams



The Outer Green Belt reserves cover significant areas in the headwaters of stream catchments.



**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 strategy 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.

**4.2.3.4 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, 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 and fresh water fish 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.

**Action**

- a) Based on recent lizard surveys develop a lizard monitoring plan.

**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. 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.

**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 known 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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#### 4.2.3.5 Weeds and pest animals

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. 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.
4. Help keep grassland areas open where required by managing weeds.
5. Support research and trials into biocontrol agents of weed and pest animal species that are hard to control on the Outer Green Belt.
6. Work with the National Biocontrol Collective<sup>11</sup> to ensure the continuation of the Darwin's barberry biocontrol programme and advocate for releases of the control agents in key sites.
7. Work in collaboration with Predator Free Wellington to ensure benefits to the Outer Green Belt from pest animal control.
8. Ensure timely management of weed wilding trees to protect native forest restoration efforts.
9. 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.)
10. Encourage and support community participation in weed and pest animal control.

#### 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*<sup>12</sup>. 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*<sup>13</sup>. 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 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. 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.

<sup>11</sup> The collective brings together representatives from local and central government and the research sector to pool resources and decision-making on serious weed issues.

<sup>12</sup> The proposed plan will replace the currently operative Regional Pest Management Strategy 2002-2022

<sup>13</sup> 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.

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*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 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 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.

#### 4.2.3.6 Fire

1. Manage fire risk by:
  - b) rules in the Rules section;
  - c) planting fire-resistant species in areas of high fire risk;
  - d) informing the public about fire risks and how to avoid causing fires via on-site signs and other visitor information;
  - e) co-ordinating fire management with Fire and Emergency New Zealand.

#### **Explanation**

Fire has the potential to 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.

#### 4.2.3.7 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.

#### 4.2.3.8 Resilience – 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.
2. 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. 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. 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 and there could be future opportunities to add more.



## 4.3 LANDSCAPE AND LAND USE

### 4.3.2 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 indigenous vegetation on the Outer Green Belt.

### 4.3.3 POLICIES & ACTIONS

#### 4.3.3.1 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. Protect and restore indigenous vegetation on the city side of the Outer Green Belt and in steep gullies and riparian land elsewhere.
4. Keep views clear of vegetation growth at viewpoints, including secondary viewpoints on side spurs and tracks as well as along the main ridges.
5. 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.
6. Provide for exotic tree species to be planted where appropriate for amenity, recreation and wildlife habitat purposes.

#### **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 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. The gradual reduction in area of open land on the upper slopes and some ridgetop areas raises the question, 'If there is a desire to preserve at least some open ridgetops, how can it best be maintained and at what cost?' This is discussed further under grazing (see 4.3.3.2.)

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.

At the edges of the Outer Green Belt are a number of neighbourhood parks and track entrances where tall trees could benefit amenity value. Exotic as well as indigenous species could be planted in these areas for faster growth and to provide food and habitat for wildlife, provided the species is non-invasive in natural areas e.g. *Eucalyptus* species trees.

#### **4.3.3.2 Grazing**

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 for periods of up to five years;
  - b) replacing cattle grazing with sheep grazing if possible in the interim;
  - 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. Maintain ridgetop areas that are to be kept in open grassland with mechanical methods and herbicide spraying, as required, and adapt the management regime as considered necessary from monitoring results (see action (d) below).

#### **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.
- b) Formalise interim grazing rights with grazing licenses of no more than 5-year terms.
- c) Implement the fencing/upgrade plan as resources permit.
- 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 grassland.

#### **Explanation**

Until now grazing has been used to maintain pasture cover on the ridgetops and hilltops north of Makarā 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. 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 or replacement 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.

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.

#### 4.3.3.3 Plantation forestry

1. Manage existing forestry plantations to be gradually replaced by regenerating native forest by:
  - staged 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, or
  - allowing the exotic trees to age and fall over naturally, unless selective removal is warranted to manage risk and/or potential weed problems; and
  - controlling weed competition and wilding pine regrowth in clear areas.
2. 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.
3. 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. 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 the regeneration process, 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 Ngā-o-Tawa (formerly Forest of Tane), the airstrip block above Stebbings Valley, north of Johnston Hill, Karori Park and Zealandia. Specific management policies for these are outlined under the relevant management sectors in Part 6.

#### 4.3.3.4 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.
2. Limit development of buildings, structures or earthworks in the Outer Green Belt to those required for:
  - a) outdoor, informal public recreation, land management or conservation purposes;
  - e) essential public utility purposes that cannot practically be located elsewhere or co-located in an existing utility installation.
3. If existing public utility structures and buildings become obsolete, they must be removed and the sites reinstated as public open space.
4. Locate new buildings, 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.
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 development that may result in noticeable site modification and intensive site use, such as major entrances or visitor centres, ensuring to apply the assessment criteria in the Rules section of this Plan and best practice design, such as water-sensitive design<sup>14</sup>, 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 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.

<sup>14</sup> See Water Sensitive Urban Design, A guide for WSfUD stormwater management in Wellington.

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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 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 city<sup>15</sup>. Its large scale means it can provide for extensive outdoor recreation, even as the city's population grows, helping to meet needs and desires for active, healthy communities and lifestyles.

### 4.4.2 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 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.
4. To complete the Skyline Track from Porirua to the south coast.
5. 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.

### 4.4.3 POLICIES

#### 4.4.3.1 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.

*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 things people value about Wellington.*

<sup>15</sup> Our City Tomorrow, Tō Tātou Taone ā Āpōpō, What's Next? (2017) Wellington City Council.



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 possibility of developing a purpose-built 'tramping hut' facility in the vicinity of Management Sector 7 will be investigated. It should be noted that overnight stays are available at the Huntleigh Girl Guiding Centre adjacent to Huntleigh Park and the long-term potential to adapt the woolshed at Chartwell as a nature education centre with facility for overnight stays is to be investigated (see Part 6, Management Sector 4).

The Wellington Play Spaces Policy<sup>16</sup> 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.

#### 4.4.3.2 Motorised vehicles

1. Prohibit, or manage through specific approvals for, motorised vehicles on the Outer Green Belt, including commercial vehicle-based recreational activities, except as required for servicing, management, emergency and civil defence purposes.
2. Prohibit private vehicle access except under exceptional circumstances and on a one-off basis.
3. Limit motorised vehicle-based recreational use to organised events that have been approved and had permits issued under section 5.5.4 (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

The Outer Green Belt is primarily an off-road recreational environment, where motorised vehicles can potentially detract from recreational users' experience. Therefore, motorised vehicle access is limited. A significant change in this Plan is the proposal to extend the Outer Green Belt to the South

<sup>16</sup> Wellington Play Spaces Policy, April 2017

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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. Commercial motorised vehicle tours on the Outer Green Belt will not be permitted. 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.

#### 4.4.3.3 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:
  - 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.
4. Maintain a primary network of vehicle tracks for adequate off-road vehicle access for Council management, utility servicing and emergency/civil defence vehicle access purposes while also serving as shared-use recreational tracks.
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. Run a community consultation process as per 4.4.3.3 (7) for the following current proposals:
- a) Te Ngahere-o-Tawa (engagement already underway);
  - b) Johnston Hill and adjacent pine plantation area;
  - c) Te Kopahou.
9. In assessing the environmental impacts of proposed track work, seek qualified ecological, professional track building, and, where appropriate, forester's advice.
10. 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.
11. Support the integration of the Outer Green Belt track network within the regional trails framework<sup>17</sup>, 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:
- a) Makarā 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) Pollhill Reserve (adjacent to Outer Green Belt) / Brooklyn Turbine /Te Kopahau Reserve tracks – proposed regional trail.
12. 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 Rangitūhi/Colonial Knob; from Ōtari-Wilton's Bush west to Makarā Road and the coast beyond; and from Makarā 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.

### 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.

<sup>17</sup> *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.



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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.<sup>18</sup>). 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 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 Makarā 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

<sup>18</sup> Outer Green Belt Survey 2017/18



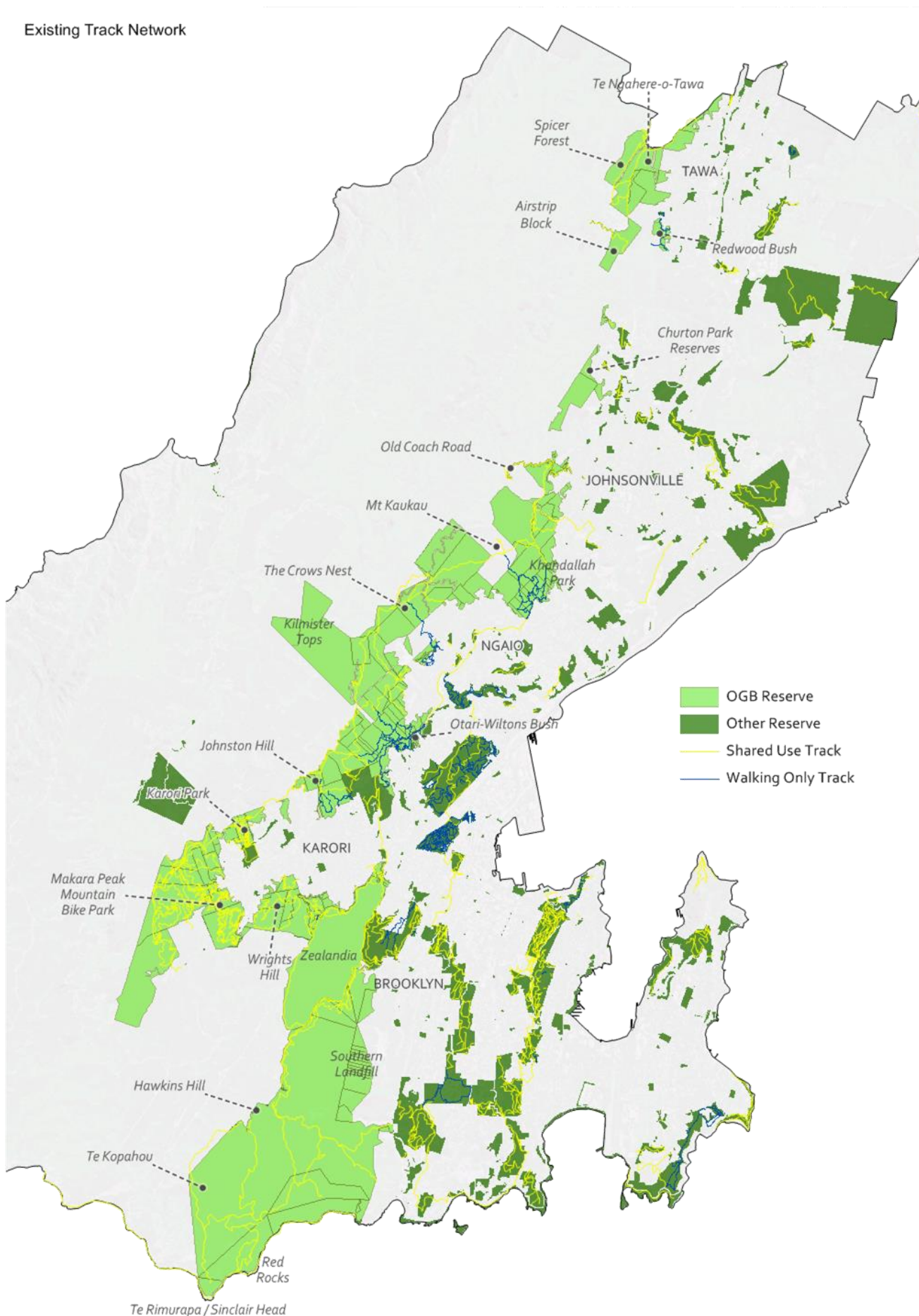
for certain tracks may need to be changed; in these situations, the assessment process outlined in the track network policies in the *Open Space Access Plan 2016* will be applied.

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.

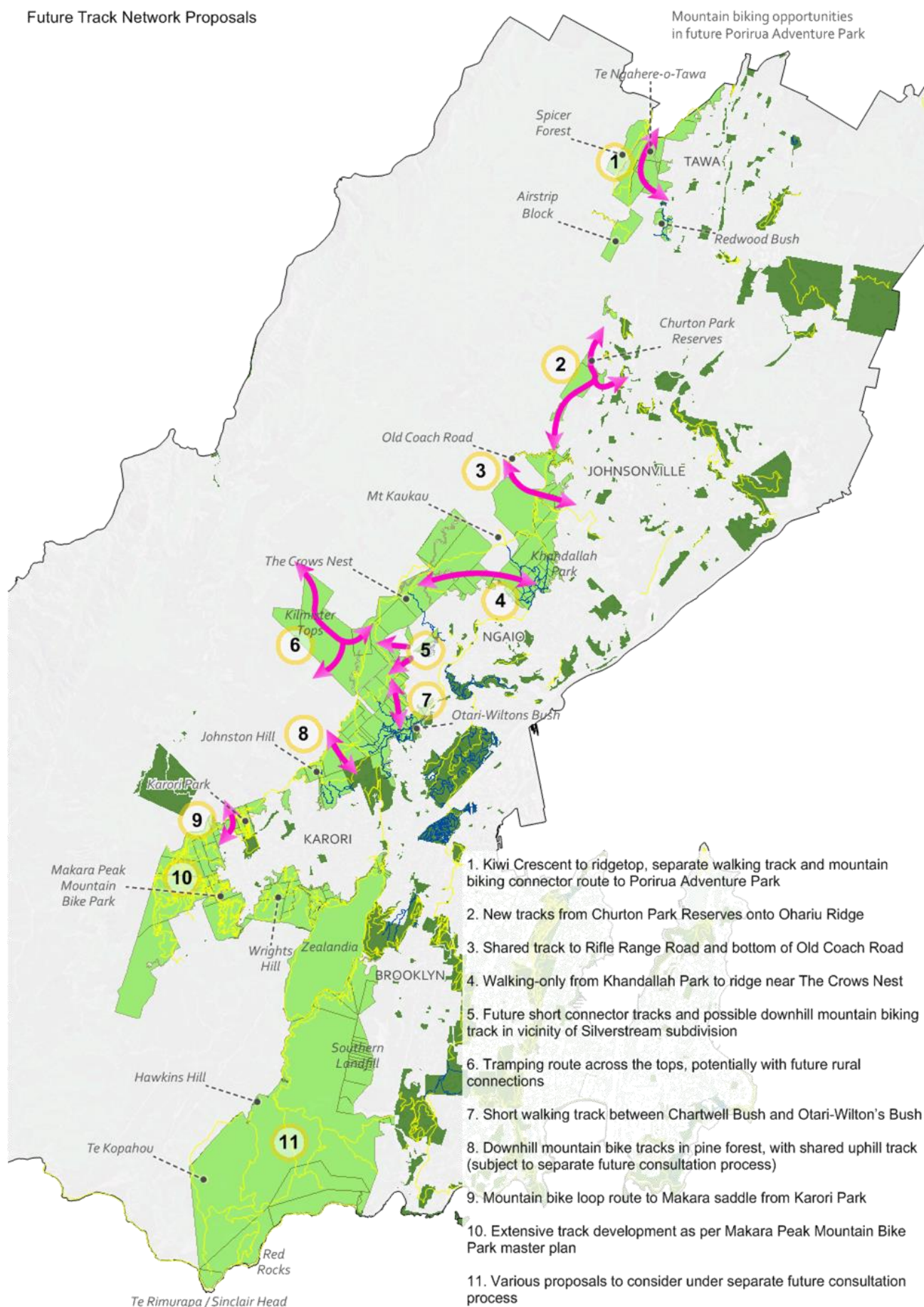
*Design and maintenance.* The existing infrastructure has been developed over many years, comprising old farm tracks, utility company maintenance tracks, informal routes worn in historically by grazing stock and people, and purpose-built tracks for recreation. The tracks are, therefore, of variable widths, 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.

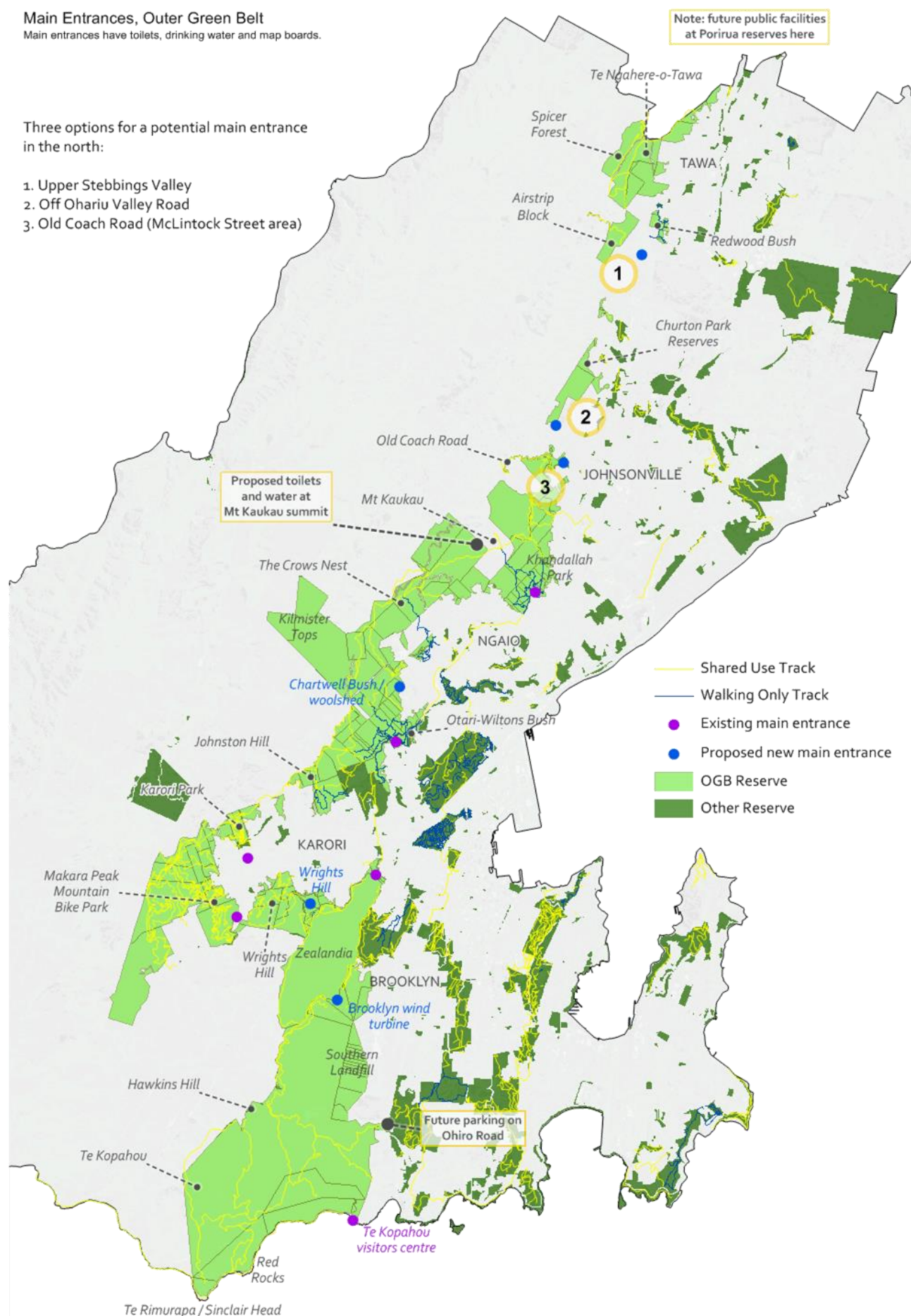
While the Outer Green Belt's rugged nature is an essential part of what it has to offer as a recreational environment, the steep grades on many stretches of track may be off-putting to people who would otherwise enjoy the ridgetop environments. For instance, while the Skyline Track is undulating, there 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.





**Future Track Network Proposals**






**4.4.3.4 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 encouragement to explore and experience the range of track types and routes available and, where feasible, give distances and typical walking times on major routes;
  - potential hazards;
  - shared-use tracks and related codes of behaviour;
  - 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 similar information in online digital formats, such as the Welly Walks app and other social media, and paper brochures (see also 4.6.3.7, Interpretation).
8. Use easily recognised pictograms 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 4.6.3.6, Outer Green Belt Identity).

**Action**

- a) Prepare a conceptual development plan for the main entrances and key off-road destinations/track nodes where facilities are to be developed and identify priorities, timing and funding requirements.
- b) Investigate composting toilet options and feasibility for use in more remote areas of the Outer Green Belt.
- c) Investigate funding opportunities with potential partners e.g. Transpower

**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 of the main proposed entrances but at none of the elevated locations, which

are the most accessible for Skyline Track users. Development of the elevated 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. 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 tertiary entrances are shown in the management sector maps in Part 6.

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.

#### **Way-finding.**

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).

#### **4.4.3.5 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.

**4.4.3.6 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 5.3.3: 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) 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.

**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 Makarā 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 Ōtari-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 Makarā 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

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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.



## 4.5 CULTURE AND HERITAGE

### 4.5.2 OBJECTIVES

1. To 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.

### 4.5.3 POLICIES

#### 4.5.3.1 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 waahi 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 waahi 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.

#### Action

- a) Develop and maintain an inventory of all sites and features of cultural and heritage interest or value within the Outer Green Belt.
- b) Where the significance and nature of cultural and heritage sites warrants, prepare heritage conservation plans to guide future protection measures and management.
- c) Undertake an archaeological assessment of the Outer Green Belt to identify and protect archaeological sites. Any modification or destruction of an archaeological site will need to be guided by an archaeological authority.
- d) Identify places where planting, regeneration and vegetation may damage heritage, archaeological sites and cultural landscapes including waahi tapu. Establish a plan to record and manage cultural heritage values.
- e) Undertake a study to identify valued cultural landscapes including waahi tapu in consultation with iwi and other stakeholders.

#### 4.5.3.2 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 4.6.3.7 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.

### **4.5.3.3 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 Whakaingoa Whenua Mahorahora<sup>19</sup>.
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.

<sup>19</sup> Note: the naming policy, dating from 2001 at time of writing, is due for review.

## 4.6 COMMUNITY AND IDENTITY

### 4.6.2 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 contribute to the city's resilience through community building and emergency preparedness on the Outer Green Belt.
4. 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.

### 4.6.3 POLICIES

#### 4.6.3.1 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 whenua<sup>20</sup> 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).

#### 4.6.3.2 Community partnership

<sup>20</sup> *Mana whenua* means customary authority exercised by an iwi or hapu in an identified area.



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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, groups 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 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 4.4.3.6, 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.

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 4.4.3.3). 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.

#### 4.6.3.3 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 Rangitūhi / 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 2 and 3 of this Plan, an important feature in Wellington City, with multiple open space values, some of which also occur on neighbouring privately owned land. Important native forest remnants, historic sites and riparian land occur on neighbouring private land, for instance. 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.

#### 4.6.3.4 Resilient communities

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.

#### *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.



**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.

Photograph: Sport Wellington

#### **4.6.3.5 Community gardens and planting for food production**

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**

There are currently no community gardens on the Outer Green Belt. The *Wellington City Council Guidelines for Community Gardens, September 2009*, state that community gardens are not appropriate in the Outer Green Belt. Most of the Outer Green Belt is 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. The Council will only consider applications for community gardens on sites at the Outer Green Belt's edge, with the potential to be contribute to the *Wellington Resilience Strategy 2017*.

**4.6.3.6 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.
3. Support and co-ordinate promotion of the main nature-based and recreational attractions located within the Outer Green Belt such as Zealandia, Ōtari Wilton's Bush and Makarā 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.

**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.

**4.6.3.7 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:
  - 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.

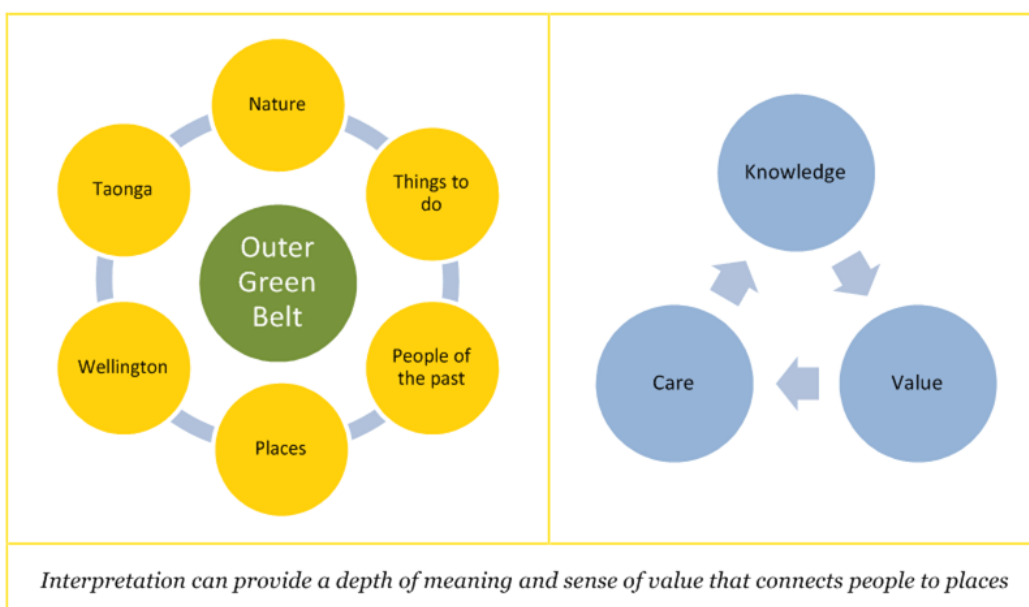


### **Explanation**

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.



### **4.6.3.8 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.

Ōtari-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 initiative such as the Bioblitz at Ōtari 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 IMPLEMENTATION AND MONITORING

The actions identified in this Plan for programming into work and budget planning are set out in two ways:

- The actions identified in this general objectives and policies section, which are summarised below in 4.7.1.
- The actions identified for the management sectors, which are set out in tables in Part 6.

In both places, the actions are categorised as 'existing', 'expanded' or 'new' and timeframes for implementation indicated. As explained in section 1.1.8, implementation does depend on allocation of resources under the Council's funding allocations system.

### 4.7.1 IMPLEMENTATION OF PART 4 (GENERAL) ACTIONS

**N = new initiative; E = Existing; Ex = Expand existing**  
**(Note: implementation depends on budget allocations)**

NATURE		
<b>4.2.3.1 Caring for Nature</b>		
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
<b>4.2.3.4 Wildlife</b>		
a) Based on recent lizard surveys develop a lizard monitoring plan.		
<b>Landscape and Land Use</b>		
<b>4.3.3.3 Grazing</b>		
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	3-10 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 grassland.	N	3-10 yrs
<b>Recreation and Access</b>		
<b>4.4.3.3 Track network</b>		
a) Continue to develop well-graded side tracks to bypass very steep sections of existing tracks, especially the 4WD sections of the Skyline Track.	E	ongoing

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<b>4.4.3.4 Entrances, amenities and way finding</b>		
a) Prepare a conceptual plan for the main entrances and key off-road destinations/track nodes where facilities are to be developed and identify priorities, timing and funding requirements.	N	3-5 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 opportunities with potential partners e.g. Transpower.	N	ongoing
<b>4.4.3.6 Organised events and programmes</b>		
a) 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
<b>Culture and heritage</b>		
<b>4.5.3.1 Recognition and protection of cultural and historical features</b>		
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. Any modification or destruction of an archaeological site will need to 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 waahi tapu. Establish a plan to record and manage cultural heritage values.	N	3-5 yrs
e) Undertake a study to identify valued cultural landscapes including waahi tapu in consultation with iwi and other stakeholders.	N	5-10 yrs
<b>4.5.3.2 Interpreting culture and heritage</b>		
a) Develop a heritage interpretation plan as part of an overall Outer Green Belt interpretation plan (see 4.6.3.7 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.	N	3-5 yrs
<b>Community and Identity</b>		
<b>4.6.3.6 Outer Green Belt identity</b>		
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
<b>4.6.3.7 Interpretation</b>		
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"> <li>key messages and themes including interweaving</li> </ul>	N	1-2 yrs

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<p>nature/culture/history/sense of place;</p> <ul style="list-style-type: none"> <li>o the target audiences and how to engage with them;</li> <li>o how the interpretation will fit with and complement other Council interpretation plans.</li> </ul>		
<b>Implementation and Monitoring</b>		
<p><b>4.7.2.1 Monitoring plan</b></p> <p>a) Set up a plan to monitor and evaluate trends and changes in the Outer Green Belt over the next 10 years to inform future management.</p>	N	1-2 yrs

## 4.7.2 MONITORING

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.

### 4.7.2.1 Monitoring plan

#### Action

- a) Set up a plan 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:
  - 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;
  - 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;
  - 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;



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- 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' time, before the next review of this Plan.

## **PART 5: RULES FOR USE AND DEVELOPMENT**

### **5.1 RULES OVERVIEW**

This part of the plan<sup>21</sup> 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.

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.
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.

<sup>21</sup> These rules should be read in conjunction with the Wellington Consolidated Bylaw 2008.'

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.

### 5.3.2 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 4.4.3.3 and the Council's *Open Space Access Plan 2016*)
  - electric bicycle use (e-biking)<sup>22</sup>, 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 and at Chartwell
  - 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 filming<sup>23</sup> that do not potentially offend or obstruct other Outer Green Belt users
  - nature study and wildlife spotting (for recreation, education and research)
  - orienteering
  - vehicle access to public car parks and leased facilities
  - freedom camping of only self-contained campervans in the designated area at Te Kopahau coastal entrance up to a maximum of four nights in any calendar month
  - vehicle access for park 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).

Commercial (business<sup>24</sup>) 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.

<sup>22</sup> 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.

<sup>23</sup> 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.

<sup>24</sup> "Business activity" means an undertaking carried on for pecuniary gain or reward.

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*).

#### 5.3.2.1 Restrictions on allowed activities

1. In order to protect the park, the environment, the health, safety and wellbeing of other users and to facilitate park 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 park 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.

### 5.3.3 MANAGED ACTIVITIES ON THE OUTER GREEN BELT

#### 5.3.3.1 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
  - 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.

#### 5.3.3.2 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).

#### 5.3.3.3 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 park 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.

#### **5.3.3.4 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 4.6.3.5 ) 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, in general, 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.

#### **5.3.3.5 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 park or 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.

#### **5.3.3.6 Information required with an application**

1. All applications are required to include the following<sup>25</sup> relevant information:
  - a) a description and/or plans of the proposal with enough detail for Council staff to determine all potential effects

<sup>25</sup> 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.

- 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).

#### 5.3.3.7 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
  - f) whether the proposal could reasonably be undertaken in another location, e.g. on non-reserve land, on another park, 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 park infrastructure, approved activities, the surrounding environment, and the enjoyment of other park 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 park visitors, 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.).

#### **5.3.3.8 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.

#### **5.3.3.9 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 upgrades<sup>26</sup> of existing utilities will be allowed on reserves where the Council's specific conditions have been met (see policies below).

#### **5.3.3.10 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.

<sup>26</sup> "Upgrading" means an increase in the carrying capacity, efficiency or security of the facility. It may require a bigger footprint for the easement.



- 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.

#### **5.3.3.11 All public and private utilities**

- 1. All existing and future public and private utilities (above and below ground) will be accurately mapped and documented.
- 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.

#### **5.3.3.12 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

#### 5.3.4 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 park 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.

##### 5.3.4.1 Activities that are specifically prohibited

1. Activities<sup>27</sup> are prohibited that are not directly related to:
  - 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:
  - spreading of ashes or placenta (unless approved through the commemorative policy)
  - open fires other than permitted under the Wellington Consolidated Bylaw
  - 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

<sup>27</sup> This does not include utilities or those activities expressly permitted or managed.

- camping except as provided under sections 4.4.3.1 and 5.3.2
- recreational access within the operational area of the Southern Landfill.

### 5.3.5 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 land<sup>28</sup>. 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 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.

#### 5.3.5.1 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).

#### 5.3.5.2 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.

<sup>28</sup> 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.



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 5.3.5.2 (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.

#### **5.3.5.3 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.



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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 (ie no paths, steps, walls, fences or structures of any kind are permitted)
- b) is in keeping with the values and character of the particular park or 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

## **PART 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. Te Ngahere-o-Tawa / Redwood
2. Ohariu Ridge
3. Kaukau
4. Chartwell / Karori Park
5. Makarā Peak
6. Wrights Hill / Zealandia
7. Te Kopahou

## 6.1 SECTOR 1: TE NGAHERE-O-TAWA / REDWOOD



*View from ridgetop near Chastuden Place track over Te Ngahere-o-Tawa to Redwood Bush (centre). The pine plantations of Te Ngahere-o-Tawa and Spicer Forest are at right, with a glimpse of the airstrip plantation (snetre right skyline).*

## 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
- Long-awaited recreational opportunities opening up in Spicer / Te Ngahere-o-Tawa forests
- 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 of interest:* Tawa, Redwood, Linden, Ohariu Valley, Porirua, Ohariu Valley

*Current volunteer/ community group activities:* weed and animal pest control; forest restoration planting and care.

## 6.1.2 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 reserve in this sector have increased by 36.8 ha with the 2017 purchase of Te Ngahere-o-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.

## 6.1.2.1 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 and/or easements, is a priority in *Our Capital Spaces* under Outcome 2, 'to protect birds, nature, streams and landscapes'. Obtaining public access is an important component, which is also acknowledged in *Capital Spaces* under Outcome 4, 'doing it together', which specifies partnering with

landowners to improve access to and use of open space, and, of relevance here, working with landowners to negotiate access along the planned Skyline Walkway 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 on the ridgetop. The access is strategically important for extracting logs from the airstrip block when it is harvested 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. The options need to be further considered, especially after the Stebbings Structure Plan is finished, as the outcomes could open up more opportunities. Currently, there is a gap between the airstrip block and Spicer Forest, which constrains public access. Future access might be achieved through the reserve allocations in the structure planning process but in the meantime seeking right-of-way access across intervening private land is an option, even if on a temporary basis.

#### 6.1.2.2 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.<sup>29</sup> Very little remains, except for various remnants (including single trees). The remnants in the Outer Green Belt occur within Te Ngahere-o-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. 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 Rangitihu/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.

Some contracted weed control has been carried out in this sector but in a limited area. 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. Pest animal control is carried out by community volunteers supported by the Greater Wellington Regional Council, additionally Greater Wellington Regional Council Rural Possum predator Control Programme support control of possums in private land adjoining the Outer Green Belt. The council has planted approximately 13,000 native plants in this sector since 2004 and volunteers have also done restoration planting over many years.

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 and the airstrip block are carbon storage forests under the Emissions Trading Scheme. There is potential for more permanent carbon storage forest in this sector.

#### 6.1.2.3 Landscape and land use

<sup>29</sup> Bagnall, R.G. (1981), 'Vegetation of the Redwood Bush Area, Tawa'. *Wellington Botanical Society Bulletin*, No. 41, Sept 1981.



The ridge here is of lower elevation than the rest of the Outer Green Belt but is, nevertheless, an important visual backdrop to the nearby suburbs. It 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.

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 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 in the future from Churton Park and potentially over Marshall Ridge (see Management Sector 2). Structure planning of the area is currently underway and is likely to include a future road connecting Redwood and Churton Park. 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.

#### 6.1.2.4 Forest plantations

**Spicer Forest / Te Ngahere-o-Tawa.** More proactive management than the Council's normal hands-off approach (see general policy 4.3.3.3) is proposed in this sector because the Spicer and Te Ngahere-o-Tawa plantations here are younger (than, for instance, on the Wellington Town Belt) and will take many years to gradually age and fall over. During that time there would be costs in doing nothing because the risk of storm damage is likely to increase with climate change and recreational use will also increase. When trees fall, a light well is created that provides good conditions for native plants to regenerate but also for invasive weeds to establish. Controlling weeds in the tangled fallen timber on randomly located tree fall sites can be difficult and costly. Furthermore, if trees fall across tracks or in places where they could roll onto tracks, the work in clearing debris, stabilising logs, removing or dealing with large root balls, often involves machinery and is costly. Re-routing tracks around major falls is an option but that, too, has cost and further site damage implications. These kinds of situations could keep arising, ad hoc, over many years and collectively add up to considerable cost, with no income generated from the trees themselves, even though the trees were managed for commercial harvest. Wilding pines are likely to remain an ongoing problem, regardless of which management approach is adopted.

It is therefore proposed to progressively remove in stages a significant proportion of the plantation trees (see Management Sector 1 maps) and revegetate the sites with native plants. The objective is to establish a native vegetation canopy over the disturbed sites as quickly as possible, with intensive planting and weed management for a period of around five years for each site, followed by ongoing vigilance on wilding pines. After that, management costs should reduce significantly because, once the canopy closes over, the conditions will be less favourable for most weed competition and the risk of large-tree fall will be negligible for a long time. It is estimated that the income generated from harvesting will cover the cost of site clean-up and restoration, enabling substantial areas of pine to be removed and replaced with native vegetation more quickly and at no new cost.

In implementing the staged removal, measures will be taken to minimise runoff and sediment from cleared areas into water courses and riparian vegetation will be retained along the streams. Restoration techniques and natural regrowth will be monitored to inform how subsequent stages will be managed, and techniques adapted if necessary to optimise results.

In 2013, 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.

**Airstrip block forest plantation.** This block will be due for harvest in 2025. The Council is proposing to harvest it earlier for the same management and cost reasons outlined above, to utilise the timber value, and to avoid or minimise potential impacts that harvesting might have on housing likely to be developed in the vicinity under the Upper Stebbings Valley structure plan. Site restoration would be implemented in parallel with developing tracks in the site, potentially linked to new opportunities arising from the Upper Stebbings Structure Plan (see Management Sector 2).

It is proposed to restore the site to indigenous forest. Restoration of the entire area through direct planting would be a large and costly exercise. Instead, the main inputs will be weed control, 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. Greater Wellington Regional Council 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

#### 6.1.2.5 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, such as the Duncan family farm, 'Lindenvale', which extended over Spicer's Ridge and gave rise to the name for today's suburb of Linden. A potential story of conservation history is associated with the remaining native forest remnants; how they survived (if known) and came to be protected. Other stories lie in the 'military tracks' on the slopes of Te Ngahere-o-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 (formerly Forest of Tane) to protect its natural and potential recreational values.

#### 6.1.2.6 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 open up opportunities to 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 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 plan<sup>30</sup> for the whole area was prepared jointly by Porirua and Wellington City Councils to co-ordinate recreational development within the combined reserves area, 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.

<sup>30</sup> *Porirua's Outdoor Recreation Park, Outdoor recreation in the western hills of Porirua and Tawa* (February 2016), PCC and WCC.



The Council's 2017 purchase of Te Ngahere-o-Tawa (Forest of Tane) opened up opportunities to better develop the local track network in this sector. A draft implementation plan<sup>31</sup> for developing the combined area of Spicer's and Te Ngahere-o-Tawa was prepared in consultation with the community and interest groups. The tracks shown in the maps are based upon that draft. The main proposals follow.

- Prioritise 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. 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 Rangitūhi / Colonial Knob, including technical grade riding. Instead, the proposed track will provide a bike connector route to the adventure park.

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. Pending the outcomes of the structure plan, the best location for a new main Outer Green Belt entrance 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 development. In the meantime a secondary entrance will be developed at Kiwi Crescent to facilitate access to Te Ngahere-o-Tawa. The planned removal of two small stands of pine trees in this vicinity will require a track to be developed for timber extraction, which can then provide drive-on access to a spacious area behind the adjacent houses, suitable for a pleasant picnic area and parking.

#### 6.1.2.7 Community and awareness

The 2017 purchase of Te Ngahere-o-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.

#### 6.1.3 ACTIONS

<sup>31</sup> *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®.

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**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.)

<b>6.1.3.1 Land administration</b>		
<b>Land status</b>		
2. Consider the long-term options for the property at 944 Ohariu Valley Road, whilst retaining public access across it up to the ridgetop airstrip block, including whether to remove or sell the house, and/or develop a reserve entrance.	N	3-5 yrs
3. Explore options to negotiate access across private land to bridge the gap in the existing track network between the airstrip block and Spicer Forest.	E	ongoing
4. 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
<b>6.1.3.2 Nature</b>		
<b>Caring for nature</b>		
5. 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.	Ex	ongoing
<b>Streams</b>		
6. Protect the vegetation cover in the stream catchment areas through various means, including riparian planting, staged forest management work affecting streams, and sediment control.	Ex	ongoing
7. 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
<b>Indigenous flora and planting</b>		
8. Ensure a buffer is left around the existing remnant indigenous vegetation in Te Ngahere-o-Tawa during the staged exotic tree removal, to protect it from wind exposure.	N	ongoing
9. Manage and use the 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: 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
10. Begin an ongoing seed collection and propagation programme to produce plants for the restoration planting that will be required after tree removal in	N	1-2 yrs



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Spicer Forest, Te Ngahere-o-Tawa and the airstrip block over coming years.		
<b>Wildlife</b>		
11. Conduct lizard and bird surveys in the plantation forestry prior to extraction to inform best practice wildlife management during the operation.	N	1-2 yrs
12. Develop a Lizard Management Plan for the plantation extractions and removal activities as to ensure it minimizes impact on this taxa	N	1-2 yrs
13. 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
<b>Weeds and animal pests</b>		
14. Ensure timely management of weed wilding trees to protect native forest restoration efforts.	Ex	ongoing
15. Develop and execute a plan to control wilding pines after plantation removal.	N	1-2 yrs
16. 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
<b>Ecological values on private land</b>		
17. 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
<b>Research</b>		
18. Monitor water quality, aligned and timed with forestry and restoration activities, so that the earlier stages of work inform how the later stages will be carried out, with particular attention to mitigating potential downstream effects in Porirua Stream and the harbour	N	1-2 yrs
19. Monitor, evaluate and report on trial methods used after exotic tree removal to restore sites to indigenous vegetation.	Ex	2-5 yrs
<b>6.1.3.3 Landscape and Land Use</b>		
<b>Open space management and structure planning</b>		
20. In the Upper Stebbings Valley structure planning process, advocate opportunities for: <ul style="list-style-type: none"> <li>local walking routes, including on the ridgetop (part of the 'missing link' in the Skyline Track);</li> <li>adequate open space provision and protection, emphasising the important role of the Outer Green Belt in urban containment and benefit of it connecting to the suburban reserves network;</li> <li>a connected network of reserves along Marshall Ridge between the Outer Green Belt and motorway, to provide bird habitat and forest connectivity;</li> <li>protected streams and headwaters in the Upper Stebbings Valley</li> <li>connections to the Outer Green Belt from the new road network and residential development, with public transport connections, good road</li> </ul>	N	1-2 yrs

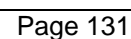
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frontage and space for parking.		
21. Subject to the outcomes of the Upper Stebbings Valley structure plan, protect any additional open space that is added to the Outer Green Belt in the vicinity of where Marshall Ridge and Ohariu Ridge intersect.	N	3-5 yrs
22. Maintain some areas of open grassland on the ridge to preserve viewpoints.	N	ongoing
<b>Forest management</b>		
23. Progressively remove the exotic plantations in the Spicer / Te Ngahere-o-Tawa area and restore the area to indigenous vegetation, as per the plan shown in the Management Sector 1 maps.	Ex	ongoing
24. Harvest the airstrip block plantation before 2025, taking care to leave existing native vegetation wherever possible, and gradually restore to indigenous vegetation through a combination of planting and natural regeneration.	N	3-5 yrs
25. Monitor the effects of each stage of exotic tree removal on water quality, weed growth, shelter, recreational access tracks and results of restoration planting to inform: a) decisions about managing the restoration of the cleared land; and b) decisions about whether or not to continue with the staged removal of remaining blocks as proposed or, if issues arise, adapt the removal plan to mitigate future potential issues.	N	ongoing
<b>6.1.3.4 Culture and Heritage</b>		
<b>Interpretation</b>		
26. 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 4.6.3.7); focusing particularly on local early settler history, changing land use and conservation history.	N	5-10yrs
<b>6.1.3.5 Recreation &amp; Access</b>		
<b>Track network</b>		
27. 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: • Bridle / walking trails • Shared tracks, Spicer Forest • Connector tracks for walkers and bikers from Kiwi Crescent to ridgetop.	N N N	3-5 yrs 3-5 yrs 3-5 yrs
28. Explore the potential benefits and feasibility of better connecting Spicer Forest and the Council property at 944 Ohariu Valley (with its road-to-ridgetop access) along Ohariu Valley Road, for walkers, horse riders and cyclists. <sup>33</sup>	N	3-5 yrs
29. 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</i>	E	ongoing

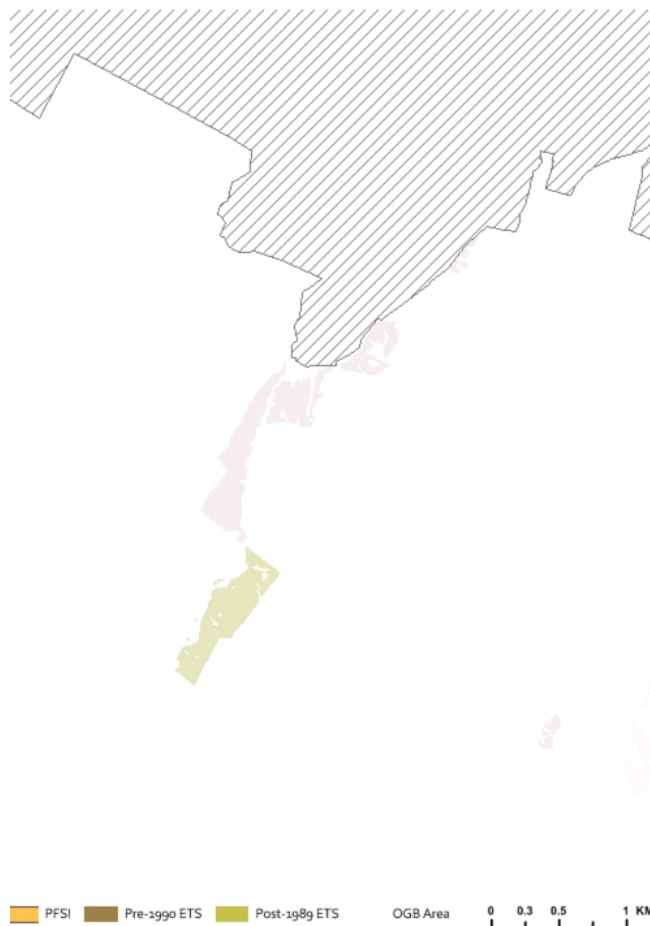
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<i>for Wellington).</i>		
<b>Entrances, facilities and way finding</b>		
30. Investigate where to develop new main entrance(s) in this general locality (sectors 1 & 2), taking into account the open space outcomes of the Upper Stebbings Valley structure plan, the public facilities available in the Porirua adventure park area and the potential for entrances to be developed at: <ul style="list-style-type: none"> <li>the entrance to Spicer Forest at the end of Ohariu Valley Road;</li> <li>944 Ohariu Valley Road;</li> <li>a location connected to a possible new road network in the Upper Stebbings Valley and/or on Marshall.</li> </ul>	N	3-5 yrs
31. Develop a secondary entrance at Kiwi Crescent	N	1-2 yrs
<b>Way finding</b>		
32. Install wayfinding signage in local streets to direct visitors to the new entrance at Kiwi Crescent and to Redwood Bush.	N	1-2 yrs
33. 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.	Ex	3-5 yrs
<b>Dog walking</b>		
34. Plan for provision of dog exercise areas when planning the future reserve network in this sector.	N	1-2 yrs
<b>6.1.3.6 Community</b>		
<b>Work with neighbours</b>		
35. Continue to work with the Porirua City Council on the joint management of Spicer Forest.	E	ongoing
36. Continue to work with Porirua City Council and the Department of Conservation to co-ordinate outdoor recreational development in the western hills reserves of Tawa and Porirua.	E	ongoing
37. Continue to encourage and support neighbouring landowners to participate in local pest animal management / weed control / restoration planting on their land, especially if it contains important native bush remnants and/or adjoins Outer Green Belt reserves of high natural value, such as Redwood Bush, or seed sources important to enhancing the Outer Green Belt ecological corridor.	Ex	ongoing
<b>Work with volunteers</b>		
38. 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



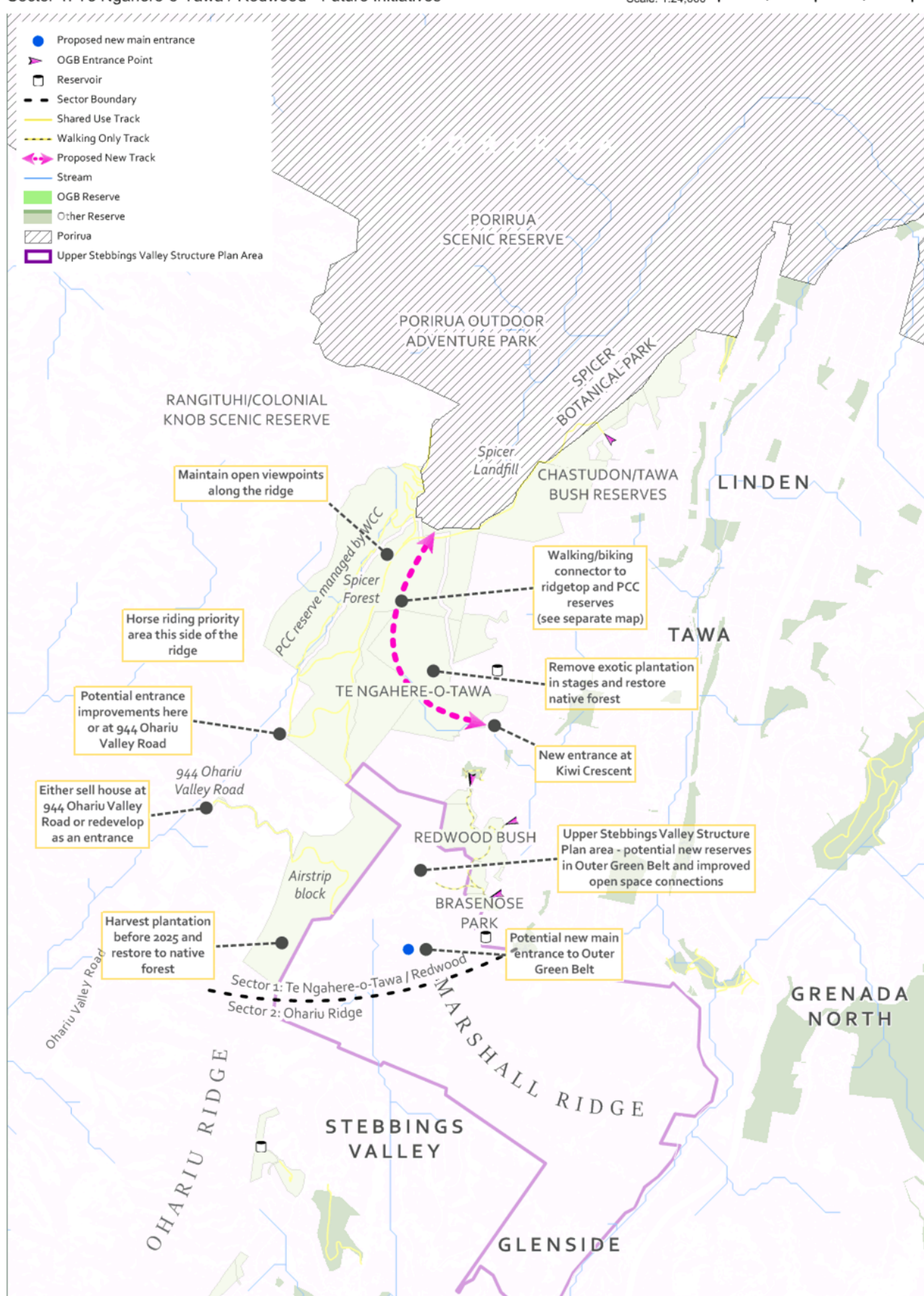






**Sector 1: Te Ngahere-o-Tawa / Redwood - Future Initiatives**

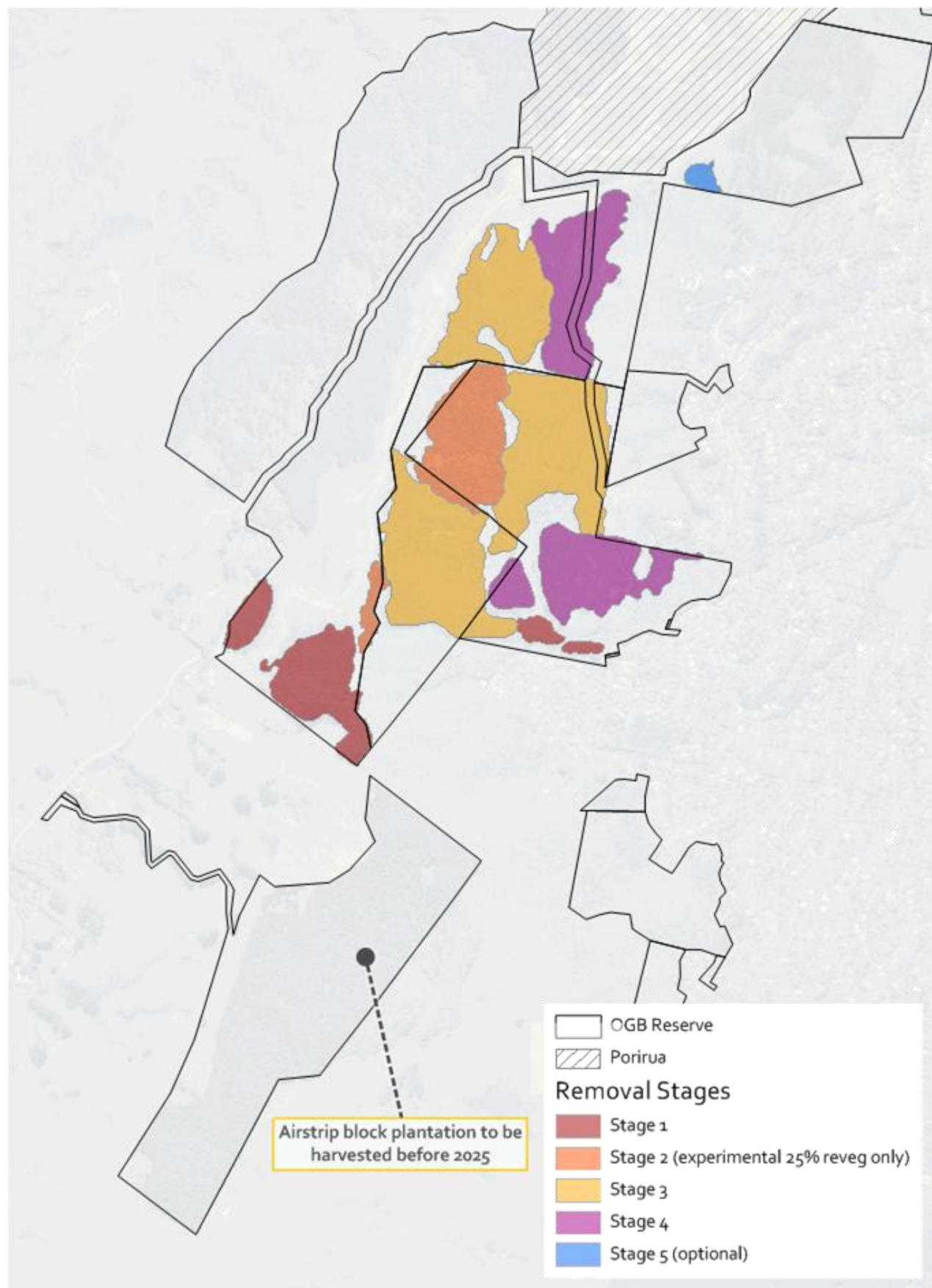
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Te Ngahere-o-Tawa / Spicer Forest Plantation Management

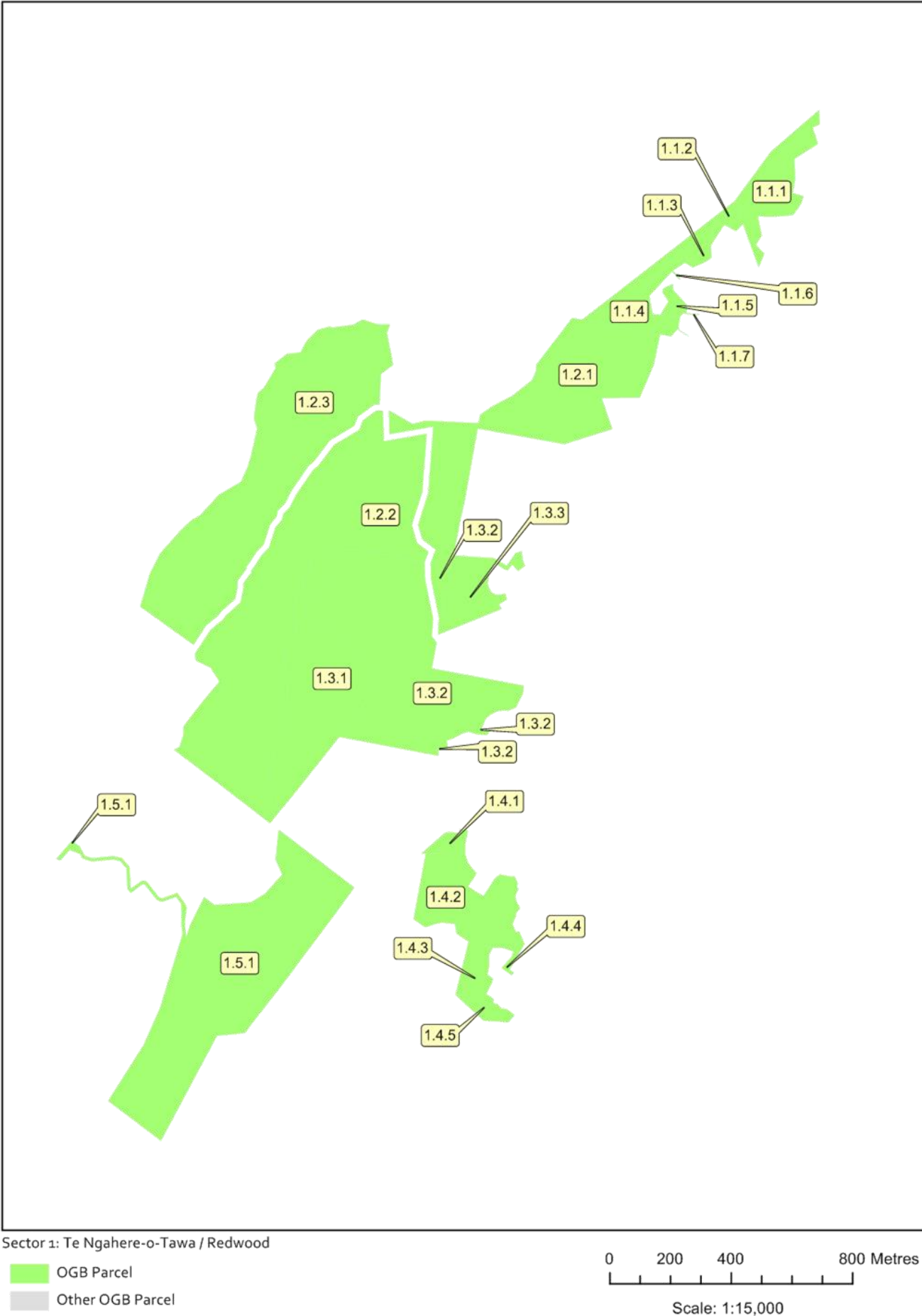
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Draft Outer Green Belt Management Plan 2018

**PLACEHOLDER**  
**Proposed Tracks Map**





Management Area	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
Sector E: Te Ngāhere-o-Tawa / Redwood	Stuart Duncan Reserve, Katerina Grove, Tawa	1.1.1	1801	Lot 120 DP 48945	715959	4.6405 ha	Scenic Reserve (b)	GN 1032172.1	Open Space B		
		1.1.2	1795	Lot 86 DP 73352	520362	0.6525 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
		1.1.3	1795	Lot 84 DP 73352	520361	0.2841 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
		1.1.4	1795	Lot 1 DP 55650	470384	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 B 805106.1)	
		1.1.5	1795	Lot 83 DP 86775	548441	0.5404 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
		1.1.6	1795	Lot 85 DP 86775	548442	0.0135ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
		1.1.7	1795	Lot 102 DP 57939	WN2700277	0.0119 ha	Local Purpose (Accessways) Reserve	Vested as reserve on deposit of DP 37839	Open Space B		
		1.2.1	1795	Lot 3 DP 77503	448130	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)
	Te Ngāhere o Tawa	1.2.2	1786	Pt Lot 2 DP 54371	42A/298	36.4205 ha	Not Classified		Rural	B 209282.1 Caveat registered on CT by Greater Wellington to ensure protection of forestry rights (9.7.1993).	Proposed Classification of Scenic Reserve (b)
		1.2.3	1786	Lot 2 DP 77503	448129	26.8190 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.	Proposed Classification of Scenic Reserve (b)
		1.3.1	3772	Lot 1 DP 67688	WN42A/297	13.22 ha	Not Classified		Rural	New addition since 2004	Proposed Classification of Scenic Reserve (b)
1.4	Westwood Road, Westhaven Drive, Tawa	1.3.2	3772	Pt Lot 1 DP 9766, and Pt Lot 35 DP 24478	WN42A/297	23.5870 ha	Not Classified		Rural	New addition since 2004	Proposed Classification of Scenic Reserve (b)
		1.3.3	1835	Lot 1 DP 51597	20D1436	3.7008 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
		1.4.1	1781	Lot 26 DP 52654	40A/175	0.7800 ha	Scenic Purposes (a)	GN 9561291.3	Conservation		
		1.4.2	1781	Lot 1 DP 59029	30A/65	7.3790 ha	Scenic Reserve (b)	GN 5881725.1	Conservation	Water drainage rights in Easement Certificate 524008.3 subject to Section 390(1)(a) Local Government Act 1974. Fencing Covenant in Transfer 463917.	
	Branan Place Play Area	1.4.3	1781	Lot 24 DP 48579	40A/174	1.5108 ha	Scenic Purposes (a)	GN 9561291.3	Conservation		
		1.4.4	1781	Lot 21 DP 48577	40A/172	0.1537 ha	Scenic Purposes (a)	GN 9561291.3	Conservation		
		1.4.5	1781	Lot 23 DP 48578	40A/173	0.9443 ha	Recreation Reserve	GN 9561291.3	Conservation		
		1.5.1	2471	Lot 12 DP 27582 and Lot 1 DP 83902	50D/770	26.5969 ha	Not Classified		Rural	Subject to S 241(2) & S 242(1) and (2) Resource Management Act 1991 by the Wellington City Council (effects DP 63902). Subject to a right of way (in gross) over part marked A on DP 80665 in favour of Transpower New Zealand Limited created by Transfer B515406.2 (effects Lot 12 DP 27585). Subject to a right of way over part marked A on DP 86040 created by transfer B573645.4 (effects Lot 12 DP 27582). Address of property is 944 Oharu Valley Road.	Seek to remove house for public car park to access reserve. Rezone Open Space B

## 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 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 of interest:* Redwood, Stebbings Valley, Churton Park, Glenside

*Current volunteer/ community group activities:* walking group

## 6.2.2 OVERVIEW

Sector 2 (45.8 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 reserve 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.

## 6.2.2.1 Land status

**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 but, in the meantime, the broad objectives likely to affect the Outer Green Belt have been taken into account in this draft management plan.

The structure plan could include a mix of housing types to cater for diverse housing needs and it is proposed that any development would be compact and well connected in terms of public and active (walking and cycling) connections. A local road could be built in future over Marshall Ridge, connecting Churton Park and Redwood.

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 considered as 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 will be considered for protection and inclusion 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 on the main Ohariu Ridge is likely to be identified defining the urban edge and adding 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 Spicer / Te Ngahere-o-Tawa 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.

#### **6.2.2.2 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 Makarā 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.

#### 6.2.2.3 Nature

There is huge potential for ecological restoration and catchment protection in this sector. Although pasture is the dominant land cover, a few precious 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.

#### 6.2.2.4 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.

With the Outer Green Belt reserves growing in this sector and Management Sector 1, the question of developing new entrances to the Outer Green Belt will need to be considered. A secondary entrance can be developed in the short-term at the Churton Park Reserves but the options for developing at least one main entrance, as outlined in the general recreation and access policies, will need to be weighed up for their strategic benefit, given that the cost would be in the order of \$200,000 plus the cost of toilets. In this vicinity there are four potential sites for main entrances:

- (i) *Marshall Ridge junction*: at a likely future node in the track and new road network above the upper Stebbings Valley, which would potentially connect both ways into this sector and Management Sector 1;
- (ii) At the head of the Stebbings Valley as part of a future Upper Stebbings Structure Plan;
- (iii) *268 Ohariu Valley Road*, one of only two roads that cross the Outer Green Belt ridges from the urban to rural sides (the other being Makarā Road). The potential to provide for extended horse riding along the ridge in future, in the event of the Skyline Track being competed is a consideration here, as is the need to consider the options for safe road crossing and connection to the Old Coach Road.
- (iv) *Old Coach Road (Management Sector 3)*: at the McLintock end, which is currently the northern entrance to the Skyline Track. There are constraints in terms of available space for parking and a somewhat circuitous route through the street network to find it. A future neighbourhood playground associated with entrance development might be considered in this vicinity.

#### **6.2.2.5 Culture and heritage**

There is a need to work with mana whenua and local history groups to find out about places or values of cultural and/or historic importance in this sector. To start with, is: a gold prospecting site in the Stebbings valley (although it isn't yet known if it will be within future Outer Green Belt land); and the local farming history associated with the naming of Marshall Ridge and Stebbings Stream.

#### **6.2.2.6 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 restore vegetation in gullies on their private land.

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**6.2.3 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.)

<b>6.2.3.1 Land administration</b>		
<b>Land acquisition</b>		
39. Continue to look for 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
40. 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
<b>6.2.3.2 Landscape and Land Use</b>		
<b>Open space management and planning</b>		
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: <ul style="list-style-type: none"> <li>j) protecting the continuity of open space along the main Ohariu ridge as both a visual backdrop and defined edge to urban growth;</li> <li>k) protecting the headwaters of the Stebbings Stream;</li> <li>l) protecting and connecting bush remnants;</li> <li>m) 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.</li> </ul>	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"> <li>• the site's landscape character;</li> <li>• the potential for it to enhance the connectivity of the Outer Green Belt e.g. ecological corridor, and existing and future public access to the north and south;</li> <li>• the potential to connect recreational routes to the existing reserve network in Churton Park and future reserves in the Upper Stebbings valley;</li> <li>• the potential and feasibility of developing a drive-on entrance off Ohariu Valley Road;</li> <li>• land management options e.g. how to maintain the open ridgetop character.</li> </ul>	N	3-5 yrs
<b>6.2.3.3 Landscape character</b>		
1. Maintain areas of open grassland and lookout points on Council-owned land along the ridgetop, taking into account:	N	ongoing



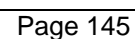
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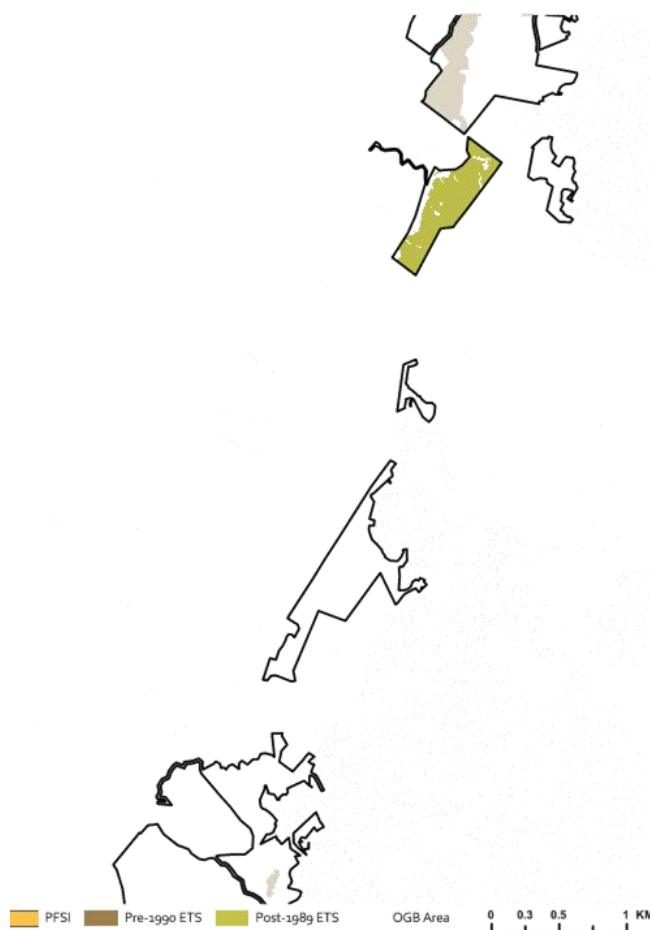
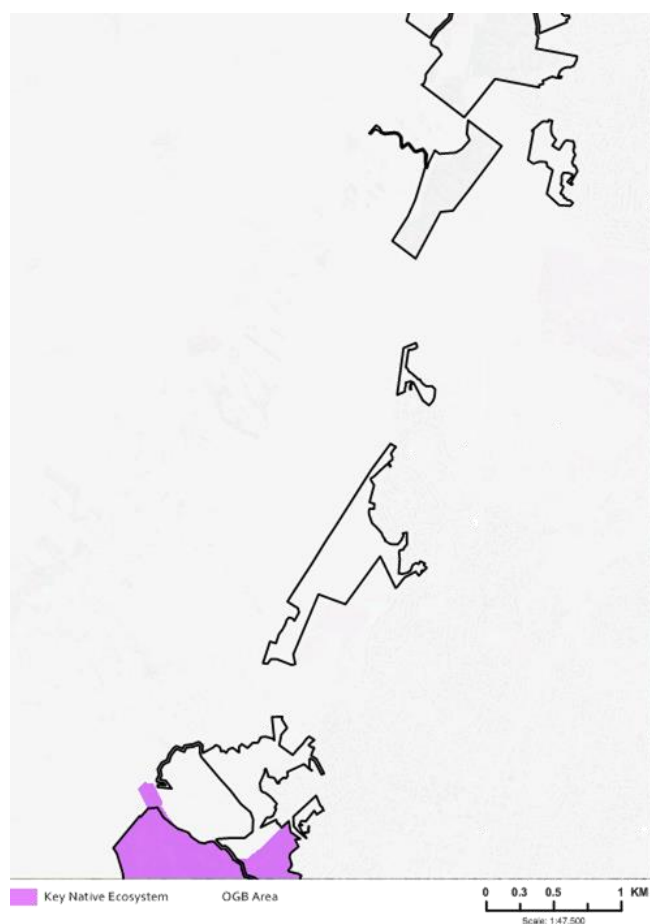
<p>n) the benefit of people being able to experience the wide views, sense of space and rural setting as one of a variety of recreational experiences;</p> <p>o) the feasibility of using grazing to maintain pasture compatible with recreational use;</p> <p>p) the potential for retiring some areas of pasture to better connect native forest remnants and protect catchment values.</p>		
<b>6.2.3.4 Nature</b>		
<b>Caring for nature</b>		
41. Restore any native forest remnants that are added to the Outer Green Belt in this sector through the Upper Stebbings Valley Structure Plan by such means as fencing, weed and pest animal management, and enhancement planting.	N	2-5 yrs
42. Work with neighbouring landowners to identify and protect prime bush remnants through future subdivision proposals.	N	1-2 yrs
<b>Streams</b>		
43. 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
<b>Indigenous flora and planting</b>		
44. 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
45. 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
<b>Weeds and animal pests</b>		
46. Ensure timely management of weed wilding trees to protect native forest restoration efforts.	N	3-5 yrs
<b>6.2.3.5 Culture and heritage</b>		
<b>Naming</b>		
Rename the entire forest area encompassing the formerly named Spicer Forest and Forest of Tane as 'Te Ngahere-o-Tawa'.	N	1-2 yrs
<b>Interpretation</b>		
47. 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 4.6.3.7); focusing particularly on the local farming and gold mining history in this locality.	N	5-10 yrs



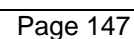
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<b>6.2.3.6 Recreation and access</b>		
<b>Track network</b>		
48. Develop new tracks, subject to the assessment process outlined in the general track network policies; completion of a landscape development plan for the 268 Ohariu Valley Road property; and the open space provision outcomes of the Upper Stebbings Valley Structure Plan, focusing on: <ul style="list-style-type: none"> <li>Churton Park Reserves to ridgetop and then Ohariu Valley Road</li> <li>Connector tracks from Upper Stebbings valley to Sector 1.</li> </ul>	N	3-5 yrs
	N	5-10 yrs
49. Explore the possibility of gaining public access across the Transpower land between Old Coach Road and Ohariu Valley Road.	N	1-2 yrs
50. Investigate the options for safe access across Ohariu Valley Road from the Transpower land (see above action) to 268 Ohariu Valley Road.	N	1-2 yrs
51. Explore opportunity to connect the (approximately) 2km gap in the Skyline walkway between 944 Ohariu Valley block and the new land at Ohariu Valley Road.	N	1-2 yrs
<b>Entrances, facilities and way finding</b>		
52. Carry out a site assessment and selection process, in consultation with the community, to determine the best location(s) to develop main entrances to the Outer Green Belt in this sector, taking into account the track network in adjoining sectors 1 and 3, as well as this sector, and the potential entrance sites in those sectors.	N	3-5 yrs
53. Subject to potential local link tracks being developed from streets in the area, install wayfinding signage appropriate to secondary entrances.	N	3-5 yrs
<b>Dog walking</b>		
54. Make provision for dog exercise areas when planning the future reserve network in this sector.	N	1-2 yrs
<b>6.2.3.7 Community</b>		
<b>Community</b>		
55. 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

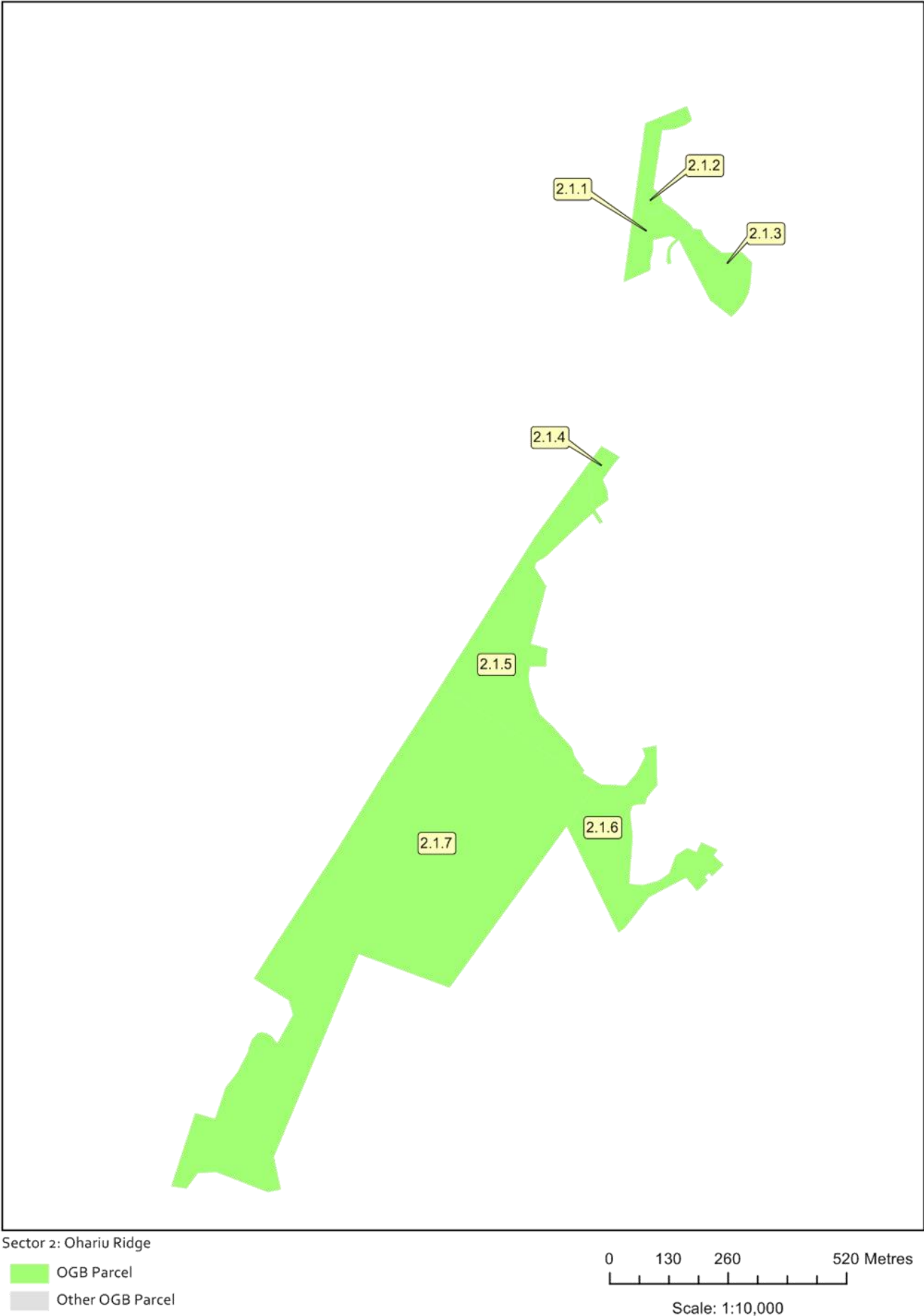












Management Area	Site Name	Mapping Reference	WCC Site number	Legal Description	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Sector 2: Ohariu Ridge	Stebbings Reservoir	2.1.1	3763	Lot 2 DP 470218	640885	1.9610 ha	Not classified	Visited 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 1	2.1.4	2506	Lot 200 DP 314946	58953	0.5219 ha	Scenic Purposes (b)	SN 9561291.3	Open Space B		
		2.1.5	3195	Lot 20 DP 399553	405295	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 508548		31.860 ha	Not classified		Rural	Currently under sales and purchase agreement	Proposed Classification of Scenic Reserve (b)

### 6.3 SECTOR 3: KAUKAU



*The ridgeline from the Kilmister tops and Chartwell spur (left) across to Mt Kaurau, 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 Ōwhāriu-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 Kaurau.

*Local communities of interest:* Johnsonville, Broadmeadows, Khandallah, Ngaio, Crofton Downs and Ohariu Valley

*Local community volunteer activities:* restoration planting and maintenance, track building, predator control

#### 6.3.2 OVERVIEW

Sector 3 (494.2 ha) extends from the Old Coach Road above Johnsonville to the Chartwell spur above Crofton Downs.

##### 6.3.2.1 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 for the Outer Green Belt that will encompass The Crows Nest and connect Huntleigh Park with the reserve land 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 Kaurau.

### 6.3.2.2 Nature

**Key Native Ecosystem.** A significant part of this sector is within the regionally significant Wellington Western Forests Key Native Ecosystem (KNE)<sup>32</sup>, 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 (Ōtari-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 4.3.3.2). 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 present<sup>33</sup>. 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 4.3.3.2). 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.

### 6.3.2.3 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 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

<sup>32</sup> Through its Key Native Ecosystem Programme Greater Wellington seeks to protect some of the best examples of ecosystem types in the Wellington region through implementing 3-year KNE plans.

<sup>33</sup> *Key Native Ecosystem Plan for Western Wellington Forests 2015-2018*, Greater Wellington Regional Council, Appendices 3 & 4



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.

#### 6.3.2.4 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 Ōwhāriu-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 plan<sup>34</sup> 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.

There is ample scope for developing a range of cultural and historic heritage interpretative stories; however, to best utilise available resources, this is to be planned as part of proposed overall Outer Green Belt interpretation plan, in consultation with local historic societies and interested individuals.

#### 6.3.2.5 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 to along the skyline and down to Ngaio through

<sup>34</sup> 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>

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Huntleigh Park; the Skyline Track, which runs right along the ridgetop through this sector; and Te Araroa 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.

### 6.3.2.6 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.

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.

## 6.3.3 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.)

6.3.3.1 Land administration		
<b>Land acquisition / protection</b>		
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	1-5 yrs
i. land bordering the Silverstream subdivision;		

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ii. land above Huntleigh Park and Heke Street, including the Crows Nest;		1-5 yrs
iii. land in the Old Coach Road area.		5-10 yrs
<b>6.3.3.2 Nature</b>		
<b>Caring for nature</b>		
56. Continue to work with Greater Wellington Regional Council to implement the Western Forests KNE Management Plan 2015-2018 and subsequent editions.	Ex	ongoing
57. Investigate how best to protect and enhance the important remnant indigenous vegetation in the gullies beside Old Coach Road.	N	1-2 yrs
<b>Streams</b>		
58. Ensure resource consent conditions of the Silverstream subdivision in respect of water courses are met.	Ex	1-2 yrs
59. Continue to support the Sanctuary to Sea – Kia Mauriora te Kaiwharawhara project as a key strategic partner.	E	ongoing
<b>Indigenous flora and planting</b>		
60. 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
61. 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).	N	5-10 yrs
62. 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
63. 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
<b>Wildlife</b>		
64. Support increased lizard monitoring cross this management sector; in particular in Huntleigh Park where high population numbers have been found.	N	-1-2 yrs
65. Investigate potential for a nature identification hub to support community naturalist in the sector	N	-1-2 yrs
66. Conduct a survey of the Powelliphanta snail population in Khandallah Park	N	3-5 yrs
<b>Weeds and animal pests</b>		
67. Work collaboratively with DOC, GWRC, and neighbouring land owners to establish feral animal control	N	1-2 yrs
<b>Research</b>		
68. Monitor the ridgetop areas where cessation of grazing is being trialled to observe 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.	N	5-10 yrs
69. Set up monitoring project to observe the trends in the ridgetop divaricating shrubland communities on Te Wharangi ridge before and after the proposed	N	3-5 yrs



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cessation of grazing trials		
70. Support research into the factors limiting the dispersal of threatened or locally significant bird species from Zealandia such as tīeke (saddleback), kākārīki (red-crowned parakeet), and kākā.	Ex	ongoing
<b>6.3.3.3 Landscape and land use</b>		
<b>Landscape management</b>		
71. 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
72. 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
<b>Grazing</b>		
73. 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) Gradually phasing out grazing and trialling alternative maintenance methods.	N	5-10 yrs
74. 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
<b>6.3.3.4 Culture and Heritage</b>		
<b>Old Coach Road</b>		
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:	N	3-5 yrs
<ul style="list-style-type: none"> <li>protect the original road structure (which grazing animals and water runoff can damage); and</li> <li>encourage regeneration of the bush areas alongside the road to restore an element of the original setting.</li> </ul>		
<b>Former Custodian's Residence, Clark Street</b>		
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



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<b>Interpretation</b>		
1. 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 4.6.3.7); 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
<b>6.3.3.5 Recreation</b>		
<b>Track network</b>		
75. 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
76. Install steps in steep places in the Truscott Avenue dog exercise area.	E	1-2 yrs
77. Assess options and develop 4WD vehicle access within reserve land south of the Mt Kaukau summit, to replace existing 4WD access on private land, for assured management and emergency access.	N	3-5 yrs
78. 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 the track assessment process outlined in general policy 4.4.3.3.		
i. 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
ii. 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/Vasandra Avenue locality <sup>35</sup> ; closed to mountain biking as it connects to walking-only tracks.	N	3-5 yrs
iii. One or more short tracks over future reserve contribution land from the Silverstream subdivision, to link the new housing there with existing tracks and diversify the choices of local loop routes;	N	3-5 yrs
iv. A track over the saddle north of Mt Kaukau down the side of Johnsonville Park via an existing paper road to Rifle Range Road. <sup>36</sup> 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.	N	5-10 yrs
79. Investigate developing a new walking track to Old Coach Road from nearby new subdivisions <sup>37</sup> 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
<b>Entrances, facilities and way finding</b>		
80. Investigate and assess the options for and the costs and benefits of improving the	N	1-2 yrs

<sup>35</sup> Open Space Access Plan 2016, Sector 3 Kaukau, Action 3.1 (2) 5-10-yr priority

<sup>36</sup> Open Space Access Plan 2016, 7.3 Sector 3 Kaukau,

<sup>37</sup> Open Space Access Plan 2016, Sector 3 Kaukau, Action 3.1 (1) 5-10-yr priority

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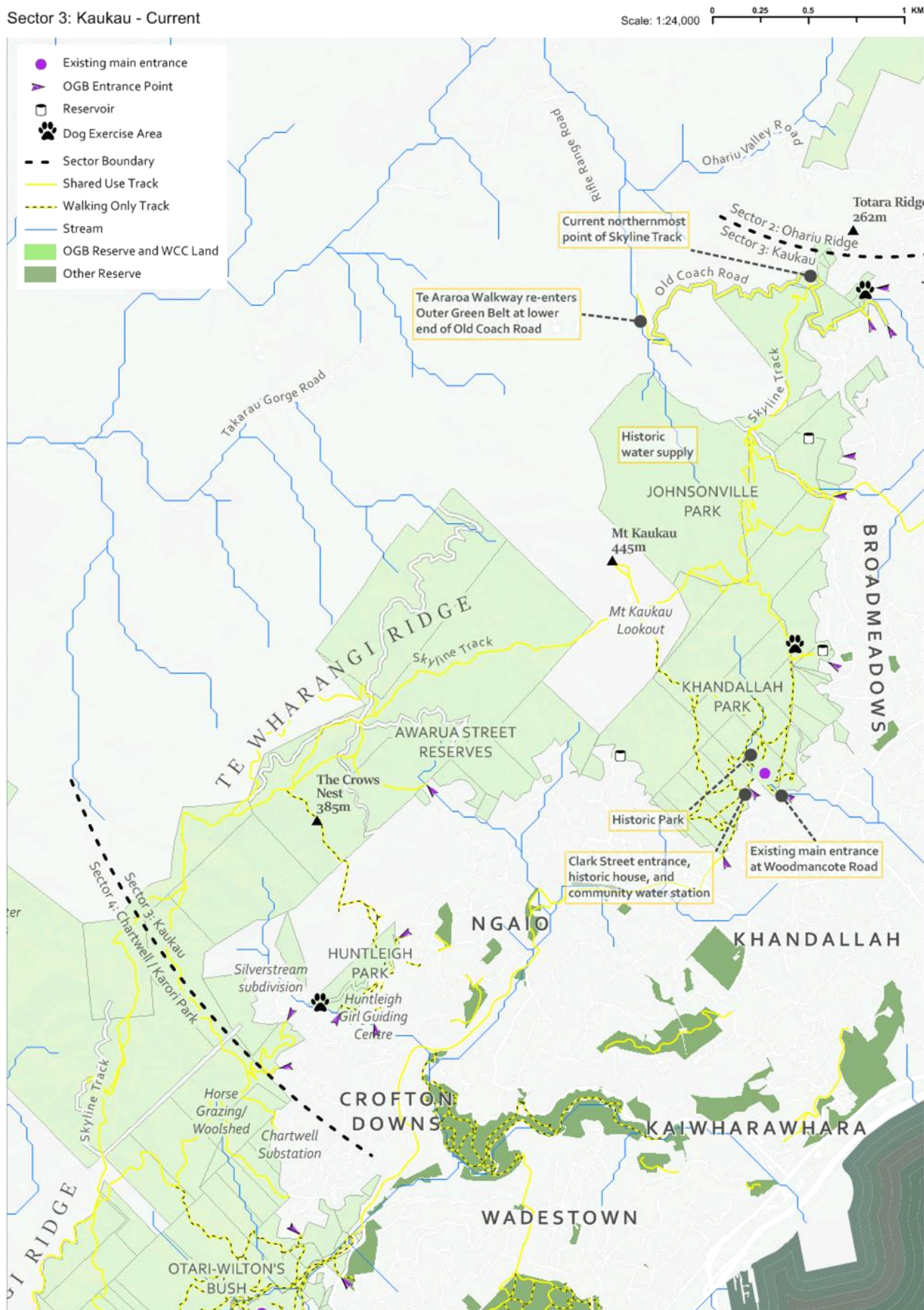
entrance facilities at the top of Old Coach Road, taking into account: a) the potential for a main entrance to be developed nearby off Ohariu Valley Road in Sector 2; b) the feasibility of providing better visitor parking, c) potential access from McLintock Street North; d) provision of a neighbourhood 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; and f) buffer planting above the nearby residential development to enhance the open space experience on the Old Coach Road.		
81. 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
82. 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
<b>Way finding</b> 83. 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.	N	Ongoing
84. 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
85. Continue working with the local branch of the Te Araroa Walkway Trust to manage and improve the visitor experience of walkway users.	E	ongoing
<b>Dog walking</b> 86. 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
<b>6.3.3.6 Community and awareness</b>		
<b>Work with neighbours</b> 87. Continue to encourage and support neighbouring landowners to participate in local pest animal management / weed control / restoration planting on their land, especially if it contains important native bush remnants or adjoins the Wellington Western Forests Key Native Ecosystem.	Ex	Ongoing

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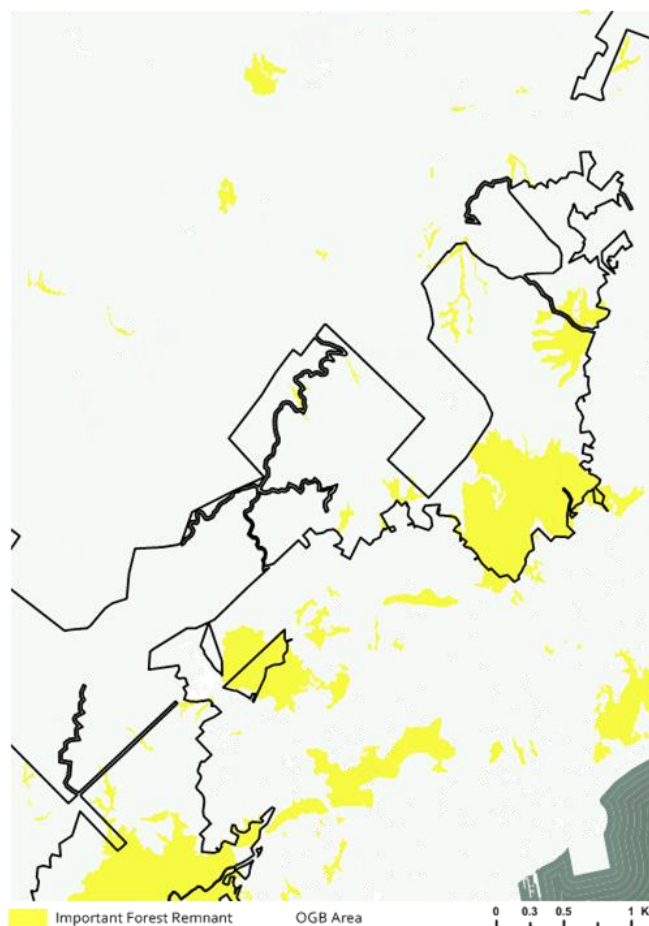
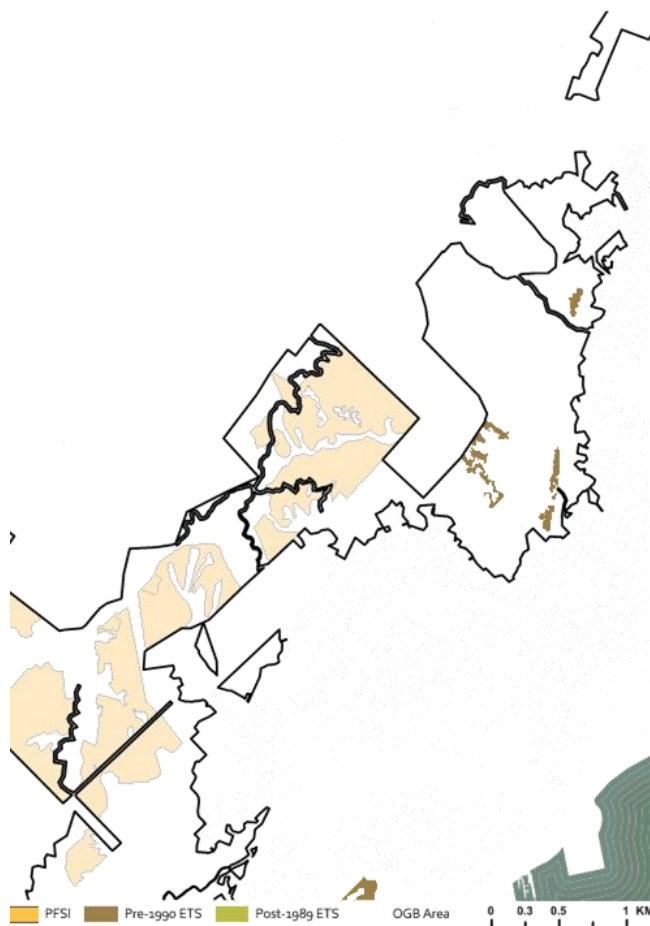
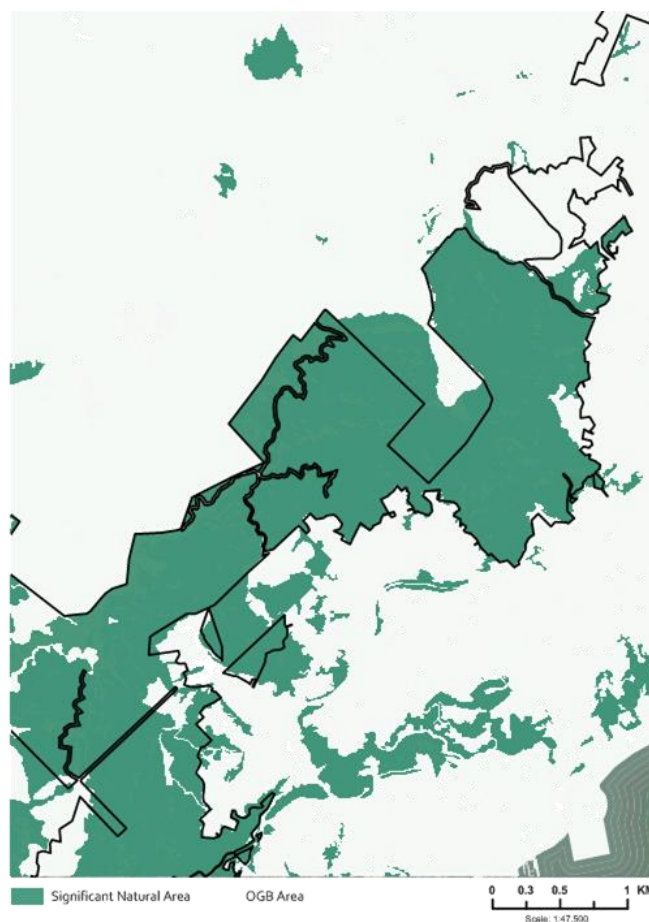
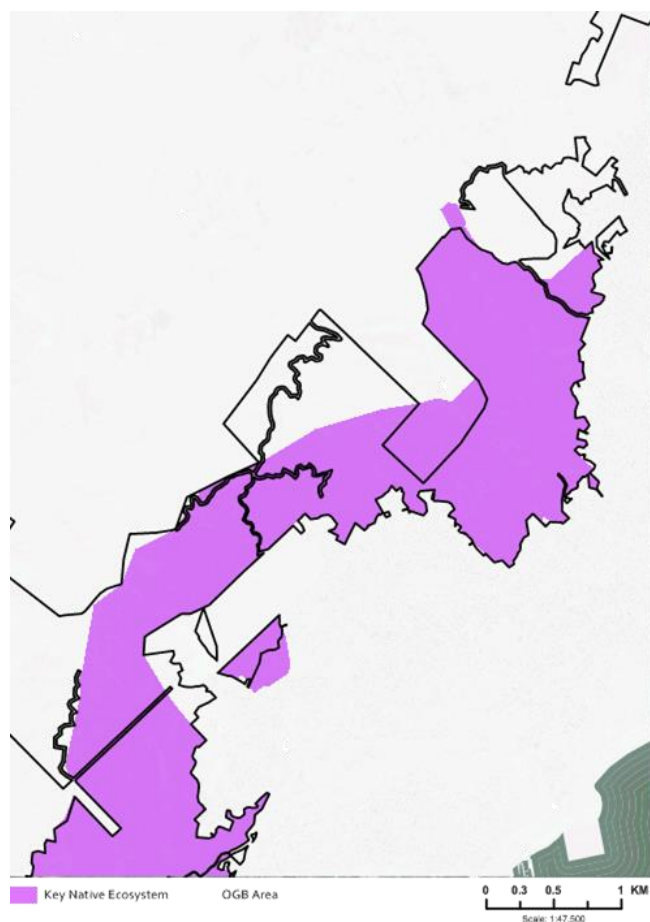
88. Discuss with Kordia the options for securing lasting protection of the Mt Kaukau summit as public open space and for co-ordinating land management.	N	1-3 yrs
89. Continue to support the Girl Guides Association in protecting the high value native forest on the Association's land at Huntleigh Park and maintaining the public access tracks and signage on the Guides' land, and discuss the best ways to do so.	Ex	ongoing



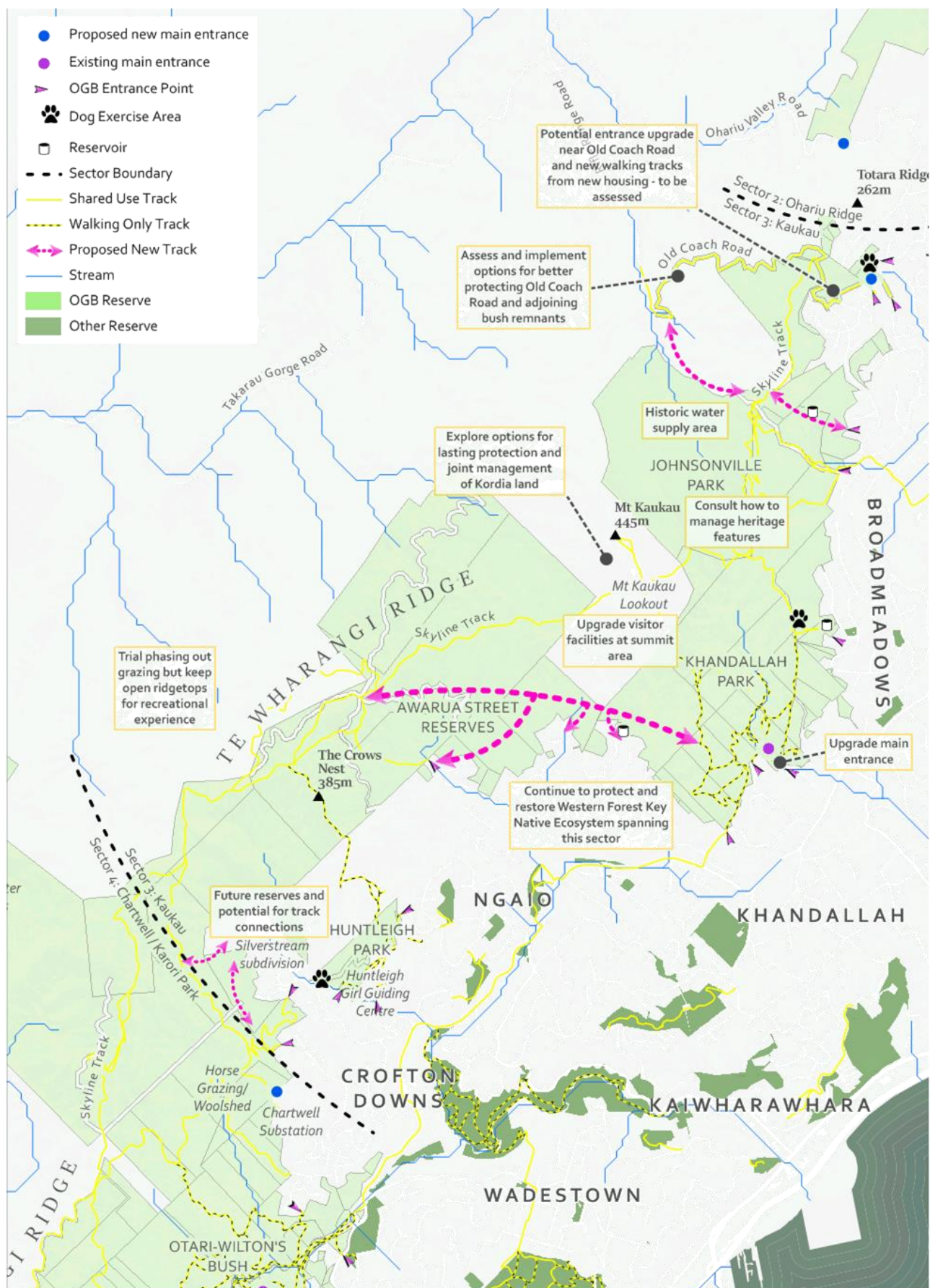
Sector 3: Kaukau - Current



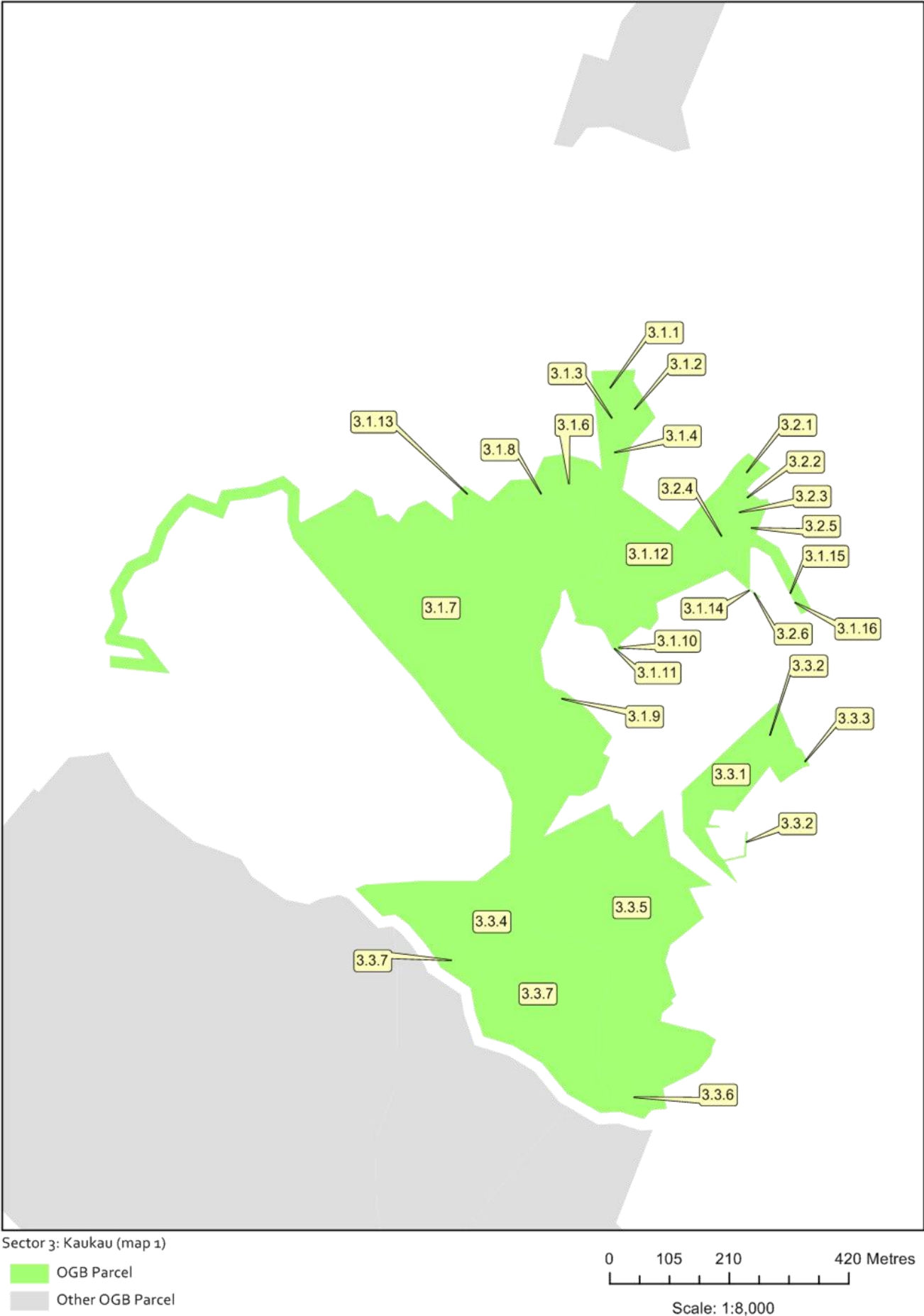




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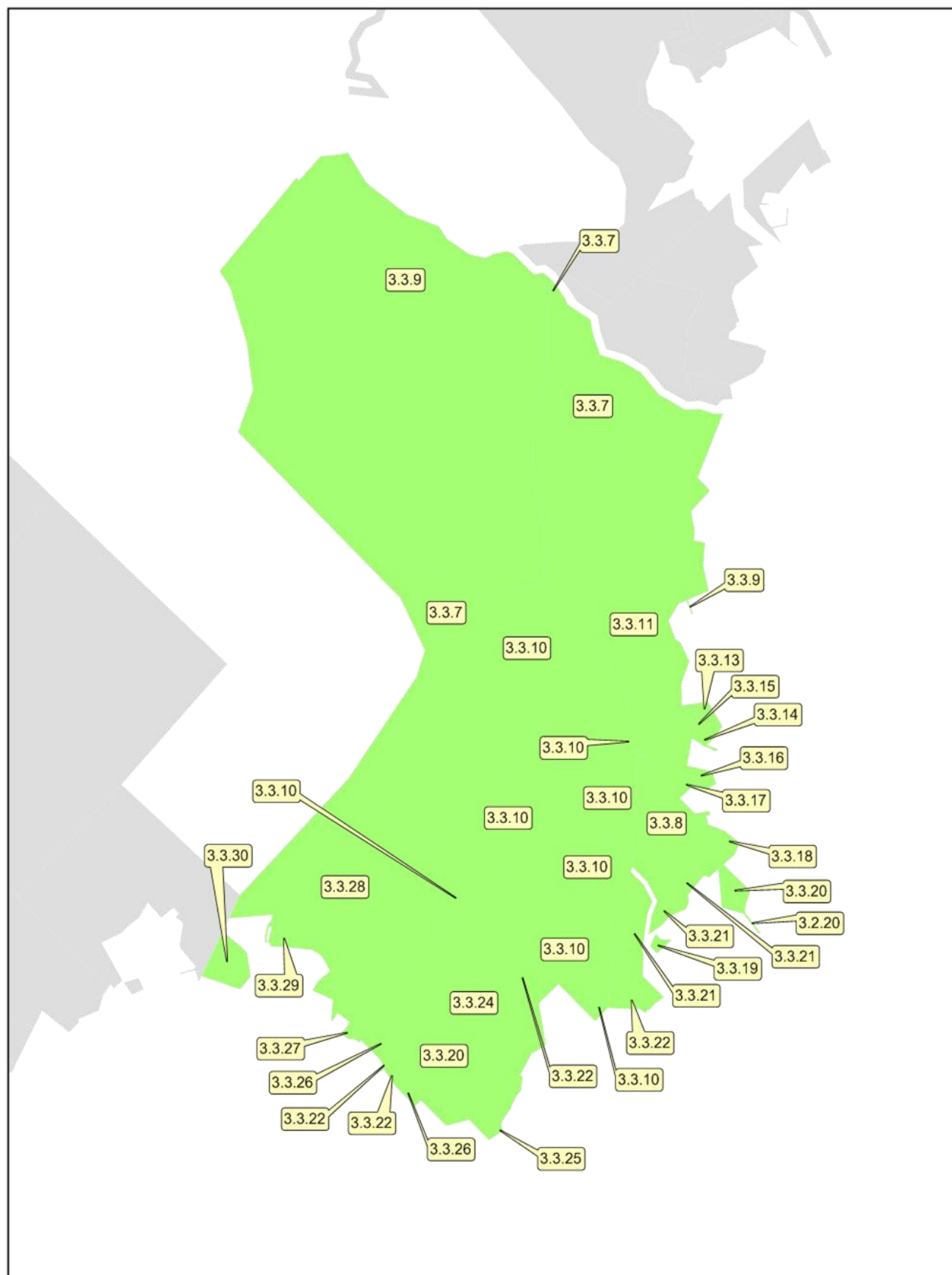




Management Area	Site Name	Mapping Reference	WCC Site number	Legal Description	CT Reference	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Sector 3, Kaukau (map 1)	Old Coach Road Reserves	3.1.1	2498	Lot 2 DP 71275	165090	0.3799 ha	Scenic Reserve (b)	NZGZ 2013, 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	45028	0.2210 ha	Scenic Purpose (b)	GN9561291.3	Open Space B	Land has no forfage to legal road. Subject to Section 8 of the Coal Mines Act 1976 and Section 8 of the Mining Act 1971 – these sections refer to Coal and Minerals found on the land are to remain the property of the Crown. Subject to Section 206 of the Land Act 1924 – this section refers to the leasee of the land having no rights to minerals on the land, without a licence.	
		3.1.4	2498	Lot 1 DP 73472	646511	0.4174 ha	Scenic Purposes (b)	GN9561291.3	Open Space B	Prior CT reference is 39A271. Subject to S.206 of the land Act 1924 - this section refers to the leasee of the land having no rights to minerals on the land, without a licence. Subject to S.8 Coal Mines Amendment Act - this section refers to reservations of coal on alienation's of land by the Crown.	
		3.1.6	2333	Lot 1 DP 85395	53B193	0.4448 ha	Scenic Purposes (b)	GN9561291.3	Open Space B		
		3.1.7	2527	Lot 3 DP 320360	6626237	16.07 ha	Scenic Reserve (b)	GN9599009.1	Open Space B		
		3.1.8	2527	Lot 4 DP 87824	53A829	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	2605	Lot 5 DP 320360	6626238	0.0029 ha	Local Purpose Reserve		Outer Residential		
		3.1.12	2527	Lot 2 DP 320360	80654	2.6720 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 Scenic Purposes 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 plan 85464	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 plan 85463	Heritage Area		



Management Area	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
		3.1.16	2337	Lot 2 DP 85462	52C/270	0.0007 ha	Local Purpose Reserve (Isolation Strip)	Vested as reserve on deposit of plan 85463	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 1954 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 plan 66655	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 1954 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 plan 85463	Residential	Access strip to Old coach Road from Baitgate Street Out de Sac	
3.3	On eastern side of McIntock Street before Old coach Road	3.3.1	0501	Lot 21 DP 74702	W144A/297	1.57 ha	Scenic Reserve		Open Space B	New addition since 2004	
		3.3.2	0501	Lot 19 DP 33932	W122B/683	0.69 ha	Scenic Reserve	NZCZ 1194, p 127	Open Space B	New addition since 2004	
		3.3.3	0501	Lot 8 DP 32638	W126B/952	0.0331 ha	Scenic Reserve		Open Space B	New addition since 2004	
3.3	Johnsonville Park & Khandallah Park	3.3.4	2029	Lot 3 DP 76192	42D/627	5.2130 ha	Scenic Purpose (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	Pl. Sec 92, 93, 94, 271/110 and 95, 96, Ohari District		27.3163 ha	Scenic Reserve	NZ Gazette 1989/4481	Part Open Space B, Part Conservation (west of Old Ohari 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 Section 96.	



Sector 3: Kaukau (map 2)

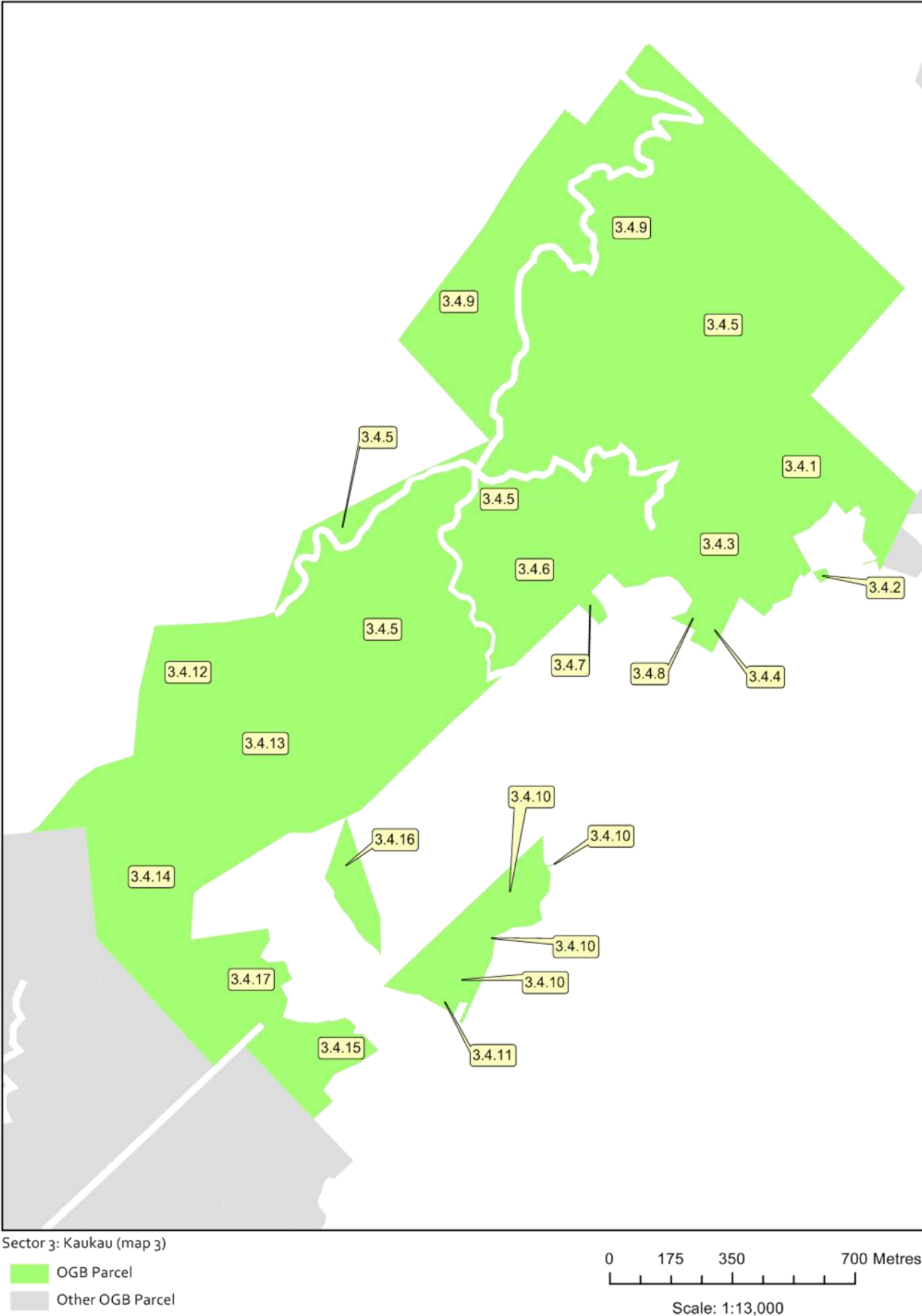
- OGB Parcel
- Other OGB Parcel

0 160 320 640 Metres  
Scale: 1:12,000

Item 2.1, Attachment 4: Draft Outer Green Belt Management Plan

Management Area	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
		3.3.21	1059	Lots 2 & 3, DP 668 and Lot 3, DP 992	3797208	3.5359 ha	Scenic Reserve	NZ Gazette 1989/4485	Part Conservation SF and Part Open Space	Subject to the water rights created by Transfers 45975 & 45976 and notice of building line restriction by order in Council 360.	
		3.3.22	1059	Lot 11, DP 2830	CT 282107	1.2672 ha	Scenic Reserve	NZ Gazette 1989/4485	Open Space B		
		3.3.23	1059	Lot 1 DP 738	3822963	3.1995 ha	Scenic Reserve	NZ Gazette 1989/4481	Conservation SF		
		3.3.24	592	Lots 2 & 3 DP 738	47D/209	12.6464 ha	Scenic Reserve	NZ Gazette 1989/4484	Conservation SF		
		3.3.25	682	Lot 4 DP 44554	24A/77	0.1235 ha	Recreation Reserve	NZ Gazette 1995/2438	Conservation SF	Proposed re Classification of Scenic Reserve	
		3.3.26	546	Lot 2 DP 81033, Lot 2 DP 44117, Lot 1 DP 45341 and Lot 1 DP 45342	47C/235	2.2718 ha	Scenic Reserve (a)	GN 9561291.3	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 - Sulara Crescent. Subject to the Reserves Act 1977. 851425.1 Right of way easement over subject.	
		3.3.30	1142	Lot 1 DP 75246	45D/346	1.0766 ha	Scenic Purposes (a)	GN 9561291.3	Open Space B		





Management Area	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
Sector 3: Kau Kau / Awarua Street Reserves (map 3)		3.4.1	1370	Lot 41 DP 81645	48B/64	13.9429 ha	Scenic Purposes (b)	GN 9561291.3	Conservation SO		
		3.4.2	1370	Lot 48 DP 57018	26D/454	0.1169 ha	Scenic Purposes (b)	GN 9561291.3			
		3.4.3	1187	PI Sec 9 Kawharawhara District	20D/1109	8.6527 ha	Scenic Reserves (b)	NZG No.54 May 2013	Conservation SO 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	PI Sec 128 Ohariu District	47C/962	91.6423 ha	Scenic Reserve (b)	NZG No.54 May 2013	Conservation SO		
		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	PI Sec 9 Kawharawhara District	21A/511	2.1326 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
		3.4.9	473	PI Sec 109	20D/1107	42.1460 ha	Scenic Purposes (b)	GN 9561291.3	Open Space B		
	Huntleigh Forest Park	3.4.10	487	Lots 1 & 2 DP 17482, Lot 26 DP 21190, and Section 42 Kawharawhara	24C/599	8.2437 ha	Scenic Reserve	G.N. B.040427.1	Conservation SC		
		3.4.11	487	PI Sec 7 Kawharawhara District and Part closed Street	13B/954	0.2147 ha	Recreation Reserve	G.N. B.040423.1, 1989	Open Space A		Proposed re Classification of Scenic Reserve (b)
		3.4.12	2306	Lot 2 DP 81286	47C/980	12.5003 ha	Recreation Reserve	Verified as reserve on Deposit of DP 81286	Open Space B	Previously part of Kilmister Block. The dd 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	PI A Plan 336	22B/443	28.0565 ha	Scenic Purposes (b)	NZG No.54 May 2013	Open Space B	Previously part of Kilmister Block. The dd 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	PI 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 dd 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	73B/6248	0.36768 ha	Recreation Reserve		Open Space B		Proposed re Classification of Scenic Reserve (b)
		3.4.16		Lot 133 DP 515993		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)

## 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 Ōtari-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 Ōtari.
- Skyline Track along Te Wharangi ridge, well connected from suburbs.
- Ōtari-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 of interest:* Chartwell, Wilton, Northland, Karori

*Local community volunteer activities include:* animal pest control, hosting and guiding at Ōtari-Wilton's Bush, track maintenance and building, restoration planting

## 6.4.2 OVERVIEW

Sector 4 (483.2 ha) extends from Chartwell spur to the Makarā 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 Ōtari-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.

## 6.4.2.1 Land administration

Parts of this sector, such as Ōtari-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.

## 6.4.2.2 Nature

**Key Native Ecosystem.** The native forest in Ōtari-Wilton's Bush through to and including Johnston Hill, forms part of the regionally significant Wellington Western Forests Key Native

Ecosystem (KNE)<sup>38</sup>, 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. Ōtari-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 Makarā 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. Ōtari-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 present<sup>39</sup>. Lists of plant species found at Ōtari-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 Ōtari-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 Ōtari-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 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 Ōtari-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 Ōtari-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.

#### 6.4.2.3 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 Makarā Road saddle (225 m asl.) The ridgetops are

<sup>38</sup> Through its Key Native Ecosystem Programme Greater Wellington seeks to protect some of the best examples of ecosystem types in the Wellington region through implementing 3-year KNE plans.

<sup>39</sup> *Key Native Ecosystem Plan for Western Wellington Forests 2015-2018*, Greater Wellington Regional Council, Appendices 3 & 4



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 Ōtari 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 Ōtari-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 gradually phase 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 retired first, due to the poor pasture, amount of scrub, stock damage to tracks and vegetation, and issues with cattle reported by recreational users. 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 Makarā 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 and may be suitable for mountain bike tracks (see recreation section below).

#### 6.4.2.4 Culture and heritage

Ōtari-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 Ōtari-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 Ōtari-Wilton's Bush. Any other interpretation of heritage themes in this sector will be planned under the proposed Outer Green Belt Interpretation Plan (see 4.6.3.7).

#### 6.4.2.5 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 Ōtari Farms enabled it to be extended south. It now follows a paper road 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 Ōtari-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.

Ōtari-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

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steep climb through remnant native forest. Tracks in Ōtari Wilton's Bush and on Johnston Hill have been designated walking-only under the *Open Space Access Plan 2016* as being unsuitable for biking.

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 Makarā 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 Makarā 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 Makarā Peak (see wayfinding actions below). Safe crossing of Makarā 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 / Chartwell Bush entrance area.** There is potential to develop entrance and community facilities in the general vicinity of the existing road-end entrance beside the Wilton substation and in the level area in the gully immediately below, which is separately accessed from Chartwell Drive and is the site of a woolshed building. 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. The good availability of shared tracks reduces the need for other tracks up to the skyline in the neighbouring reserves. The lower half of the gully area 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 – with the added feature of a woolshed. There is potential to provide a pleasant picnic and entry area with track links to both the Skyline Track on the ridge and Ōtari-Wilton's Bush below. Potential activities could include basic overnight camping and/or use of the woolshed as an education / interpretation centre, linked to local history, nature study and outdoor opportunities. Alternative use of the woolshed is a long-term possibility, as it is subject to a lease for a further decade. More parking than the limited capacity currently at the road end would enable this area to be a main entrance from which people could choose varied activities. The current horse grazing is likely to continue under license while the future of this area is investigated.

**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.

#### 6.4.2.6 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 Ōtari Farms land) and been concerned at housing development close to the skyline at Montgomery Avenue. In recent times, residents and community

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groups have become actively involved in activities such as restoration planting, pest control and track building.

A block of land adjoining Ōtari-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 the Port Nicholson Block Settlement Trust 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 Makarā 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.

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 although 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.

### 6.4.3 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.)

<b>6.4.3.1 Land administration</b>		
90. Review the management arrangements on the Crown-owned land in the Chartwell area that Council manages for the Department of Conservation in the light of possible entrance development in the area (6.4.2.5 Recreation & Access below).	N	1-2 yrs
91. 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
<b>Land acquisition / protection</b>		
92. Continue to work with neighbouring landowners to acquire or protect open space values in undeveloped areas that have high natural and landscape values, including on Johnston Hill.	E	ongoing
<b>Leases, licenses, easements and rights of way</b>		
93. Finalise with the neighbouring landowner a right-of-way agreement across the private land above Parkvale Road.	E	1-2 yrs
<b>6.4.3.2 Nature</b>		
<b>Caring for nature</b>		
94. Continue to work with Greater Wellington Regional Council to implement the Western Forests KNE Management Plan 2015-2018 and subsequent editions.	E	ongoing
95. Continue to implement and support the Ōtari-Wilton's Bush section of the Wellington Botanic Gardens Management Plan	E	ongoing



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96. 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
<b>Streams</b>		
97. Continue to support the Sanctuary to Sea – Kia Mauriora te Kaiwharawhara project, as a key strategic partner.	E	ongoing
<b>Indigenous flora and planting</b>		
98. Encourage regeneration of native vegetation across the ridgetop near Johnston Hill on land retired from grazing to enhance connectivity to the upper North Makarā Stream Catchment.	Ex	2-5 yrs
99. 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 general policy 4.3.3.3)	E	ongoing
<b>Weeds and pest animals</b>		
100. Work with the national Biocontrol collective to monitor the effectiveness of the Darwin's barberry weevil as a biocontrol agent on Makarā Peak and Chartwell to guide improved biocontrol of Darwin's barberry in the Outer Green Belt.	E	ongoing
<b>Research</b>		
101. Continue with the research being carried out at Ōtari-Wilton's Bush Native Botanic Garden to support native plant conservation both in the living collections and in the Lions Ōtari Plant Conservation Laboratory. The labs focus is on long-term seed storage behaviours, seed viability assessment, and seed germination protocols.	E	ongoing
102. Continue to work with Ōtari-Wilton's Bush to improve restoration planting programme and the restoration of threatened and rare plants	Ex	ongoing
<b>6.4.3.3 Landscape and land use</b>		
<b>Landscape</b>		
103. 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 Ōtari-Wilton's Bush, where the transmission lines cross.	E	ongoing
<b>Grazing</b>		
104. 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) Gradually phasing out grazing and trialling alternative maintenance methods.	N N	1- 2 yrs 5-10 yrs
105. Carry out fence maintenance and/or replacement work on all the fences bordering adjacent farmland to ensure boundary fencing will effectively exclude	N	1-5 yrs



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neighbouring grazing stock from the reserve land.		
<b>6.4.3.4 Culture and Heritage</b>		
<b>Farming heritage</b>		
106. Investigate the heritage value of the former woolshed at Chartwell and its potential for re-use.	N	1-2 yrs
107. Work with landowner of former Kilmister / Ōtari Farms to explore historic features from early farming days.	N	ongoing
108. 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
<b>Interpretation</b>		
109. 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 4.6.3.7); focusing particularly on farming heritage, the story of the Kilmister family and the nature conservation history associated with Ōtari-Wilton's Bush.	N	5-10 yrs
<b>6.4.3.5 Recreation and access</b>		
<b>Track network</b>		
110. Review the implement of the <i>Wild Side of Karori Park, Dog Exercise and Trail plan 2015</i> .	E	1-2 yrs
111. Develop the following new tracks (shown indicatively in the Management Sector 4 maps), subject to the track assessment process outlined in general policy 4.3.3.3:	E	3-5 yrs
a) Uphill and downhill mountain bike loop in the gully below Makarā Saddle to provide a separate mountain biking connection to Makarā Mountain Bike Park via the saddle, and then designate the currently shared Wahine Track for walkers only <sup>40</sup> ;	E	5-10 yrs
b) A walking-only track to directly connect the Chartwell Bush area to Ōtari-Wilton's Bush and create another local loop route for Chartwell residents.		
112. Consider a proposal to develop three grade 5 downhill mountain biking tracks in the pine plantation above Karori Cemetery to meet demand for more technical grade 5 tracks in Wellington, by:		–
i. investigating, in consultation with the community, the 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 <i>Open Space Access Plan(OSAP)</i> and detailed professional track building and ecological route assessment in the field; and	N	1-2 yrs
ii. if any of the tracks are approved, building them according to the principles for ecologically sustainable tracks in the OSAP.	N	5-10 yrs

<sup>40</sup> As proposed in the 'Wild Side of Karori Park' plan 2015.

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113. Monitor and continue to close and disestablish illegal track building to manage the environmental effects and effects on other recreational users.	E	ongoing
114. 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 Ōtari-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. )	E	3-5 yrs
115. 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 Makarā Valley/ Tokerau Gorge Roads (as proposed in the <i>Open Space Access Plan 2016</i> <sup>41</sup> ) or to British Peak. To date, no viable options have been found for this proposal but opportunities may yet arise.	E	ongoing
<b>Entrances, facilities and way finding</b>		
116. Investigate the potential for developing entrance facilities in the general vicinity of the existing Chartwell Drive entrance and Chartwell Bush gully, in consultation with existing users, the community, Transpower and Forest & Bird Wellington.	N	1-3 yrs
117. 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 installing new or updated map boards where needed at key locations.	E	ongoing
118. Amend and add signage, where required, to emphasise that tracks in Ōtari-Wilton's Bush are closed to bikes, being steep and narrow, and that dogs must be on a leash in order to protect vulnerable wildlife.	E	ongoing
119. 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 Makarā Peak Mountain Bike Park.	E	ongoing
120. Investigate a safe crossing of Makarā 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
<b>Way finding</b>		
121. Continue to update the wayfinding signage to help guide visitors on the track network, including: 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
<b>Dog walking</b>		
122. 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 adversely affecting other users' enjoyment, and interfering with	E	ongoing

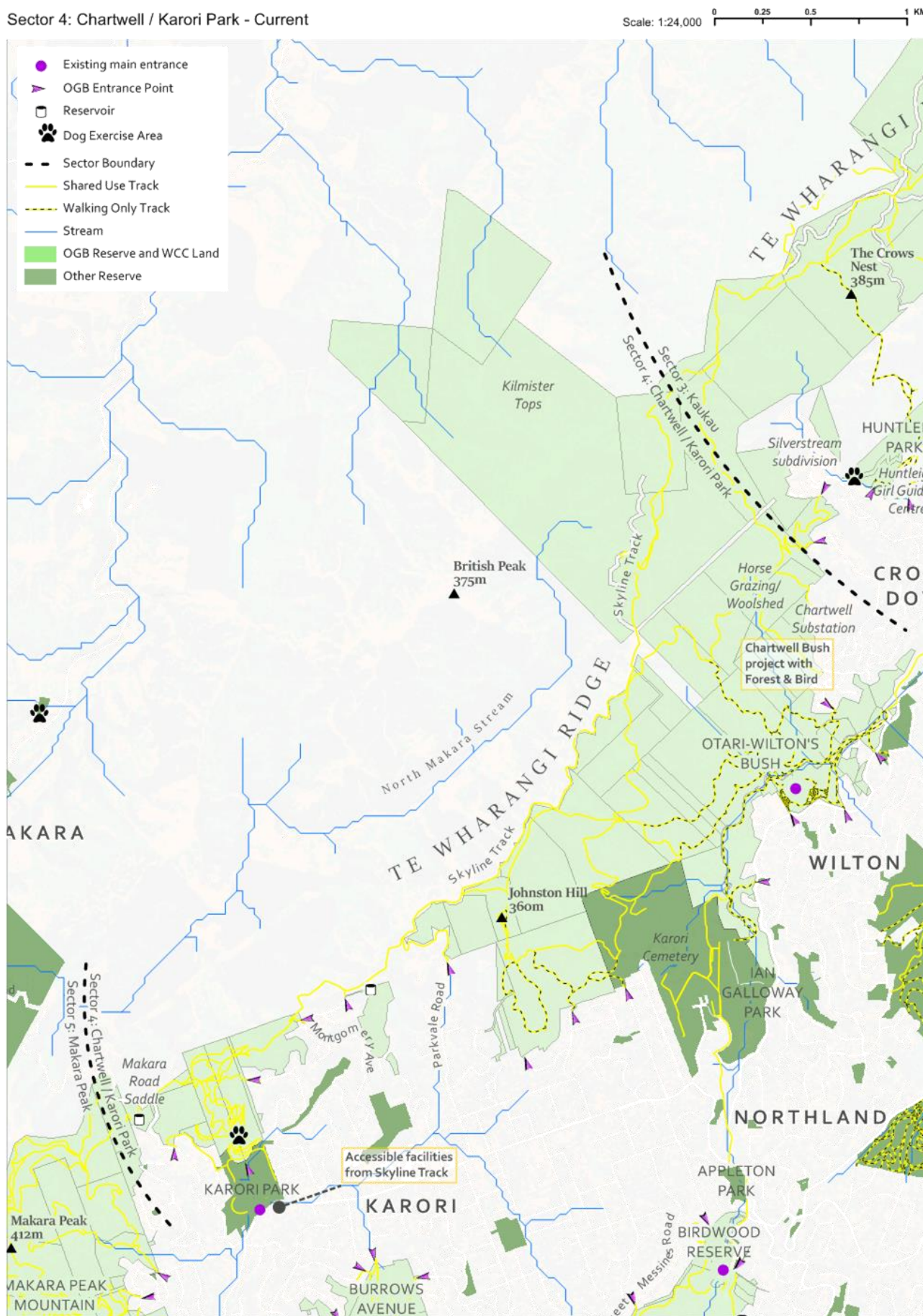
<sup>41</sup> *Open Space Access Plan 2016*, Sector 4 map

## Draft Outer Green Belt Management Plan 2018

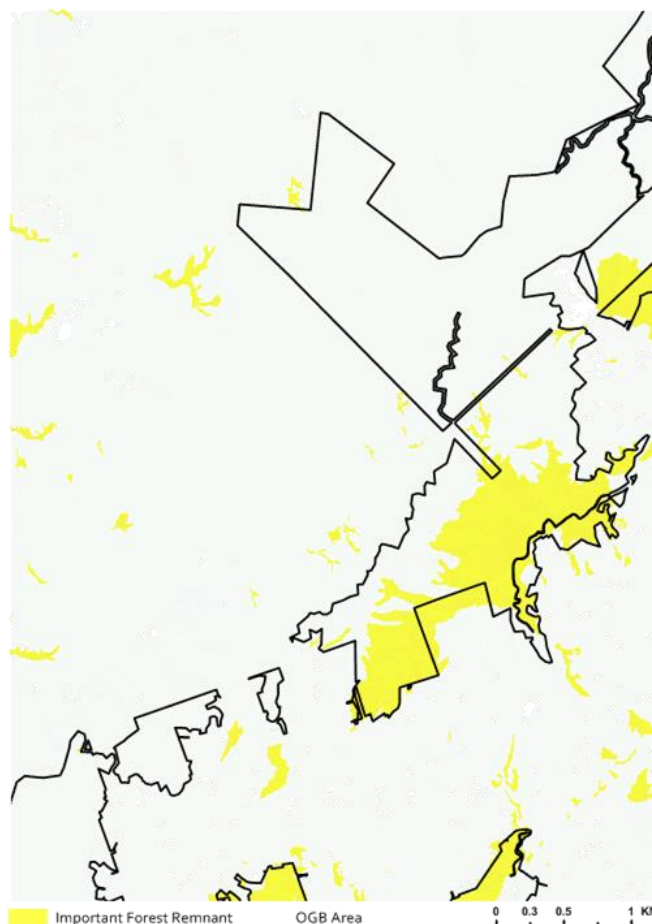
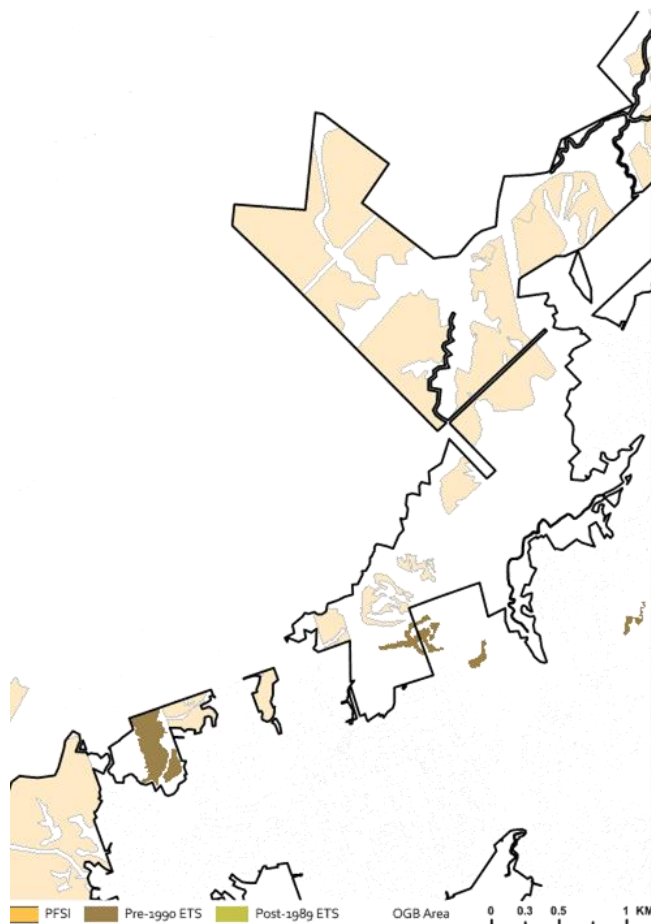
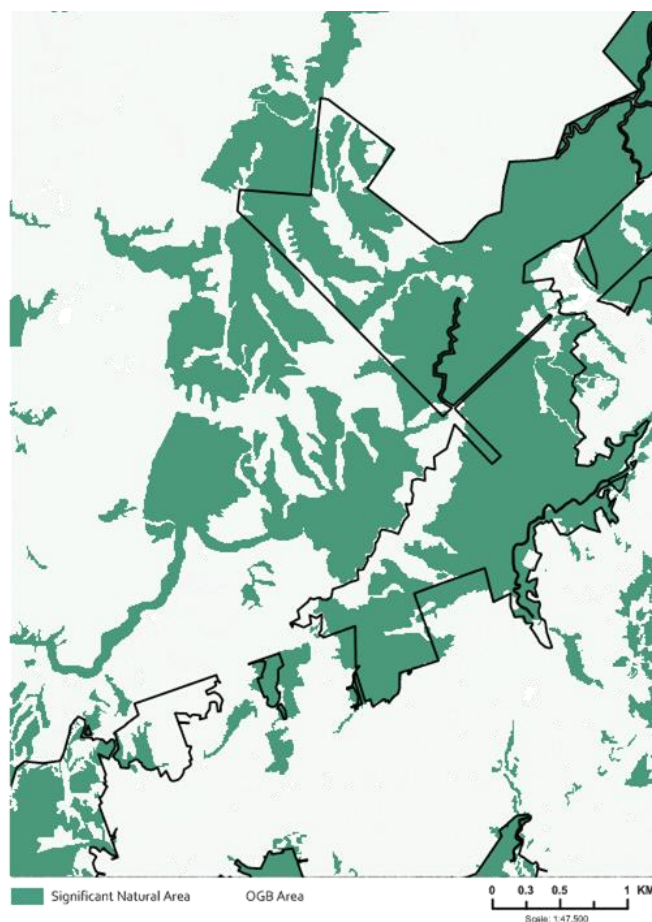
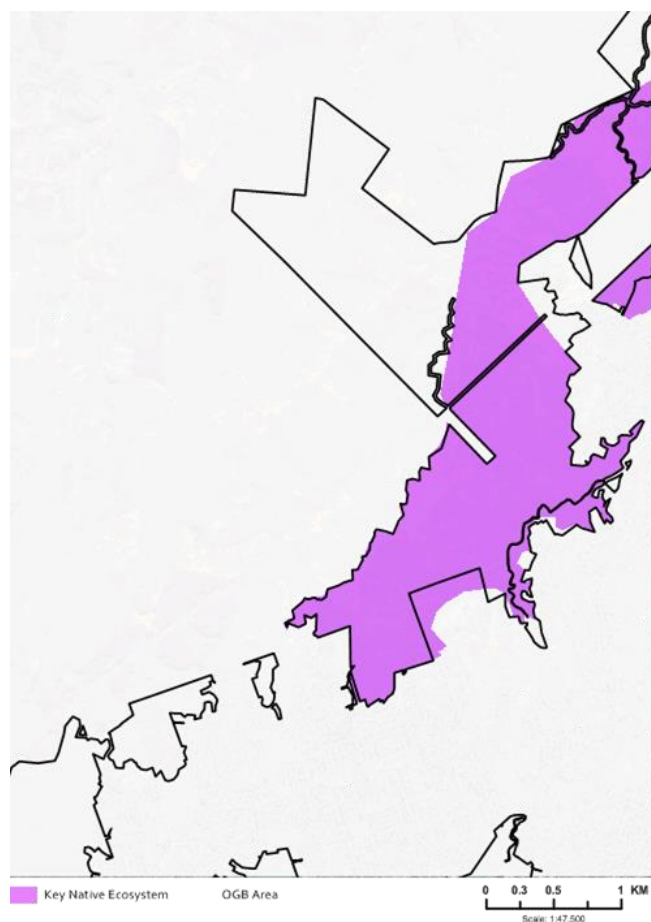
grazing stock or vulnerable native wildlife.		
<b>6.4.3.6 Community</b>		
<b>Work with neighbours</b>		
123. Consult the iwi owners of land block Ōtari A No 5 Blk VI Port Nicholson SD WN19C/1300 when the owners wish to.	N	ongoing
124. Continue to encourage and support neighbouring landowners to participate in local pest animal management / weed control / restoration planting on their land, especially if it contains important native bush remnants or adjoins the Wellington Western Forests Key Native Ecosystem.	Ex	ongoing



Sector 4: Chartwell / Karori Park - Current

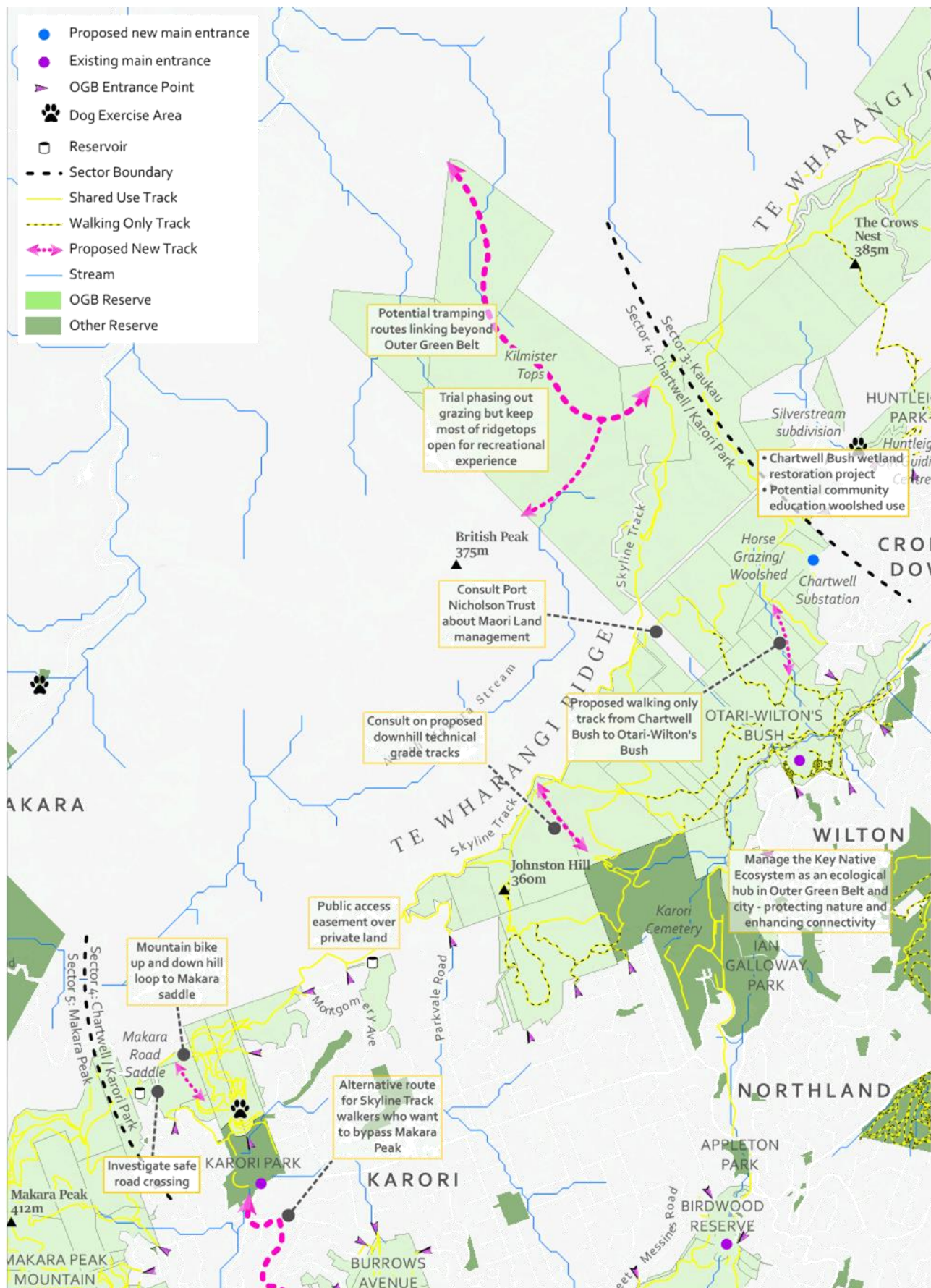




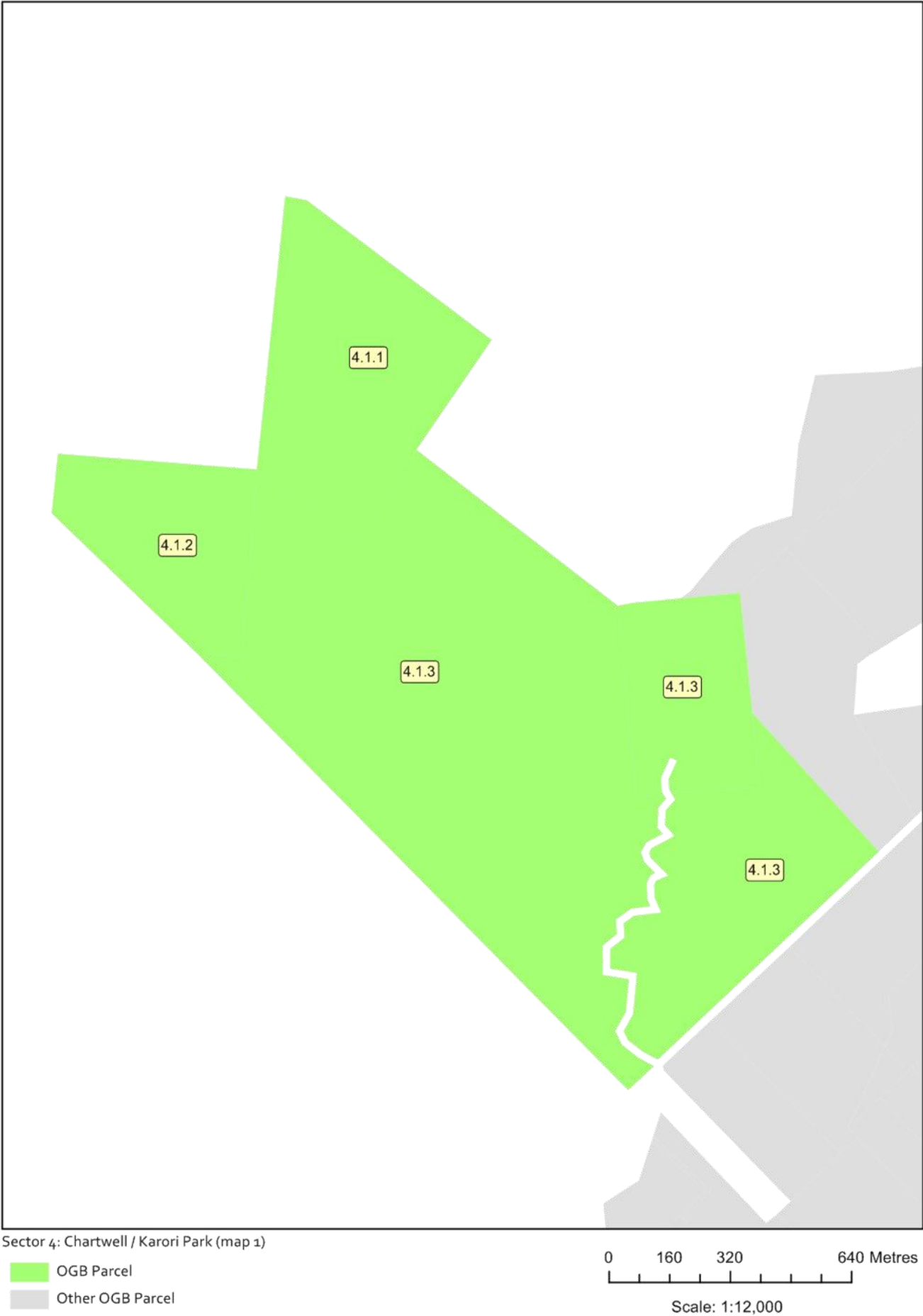


**Sector 4: Chartwell / Karori Park - Future Initiatives**

Scale: 1:24,000 0 0.25 0.5 1 KM

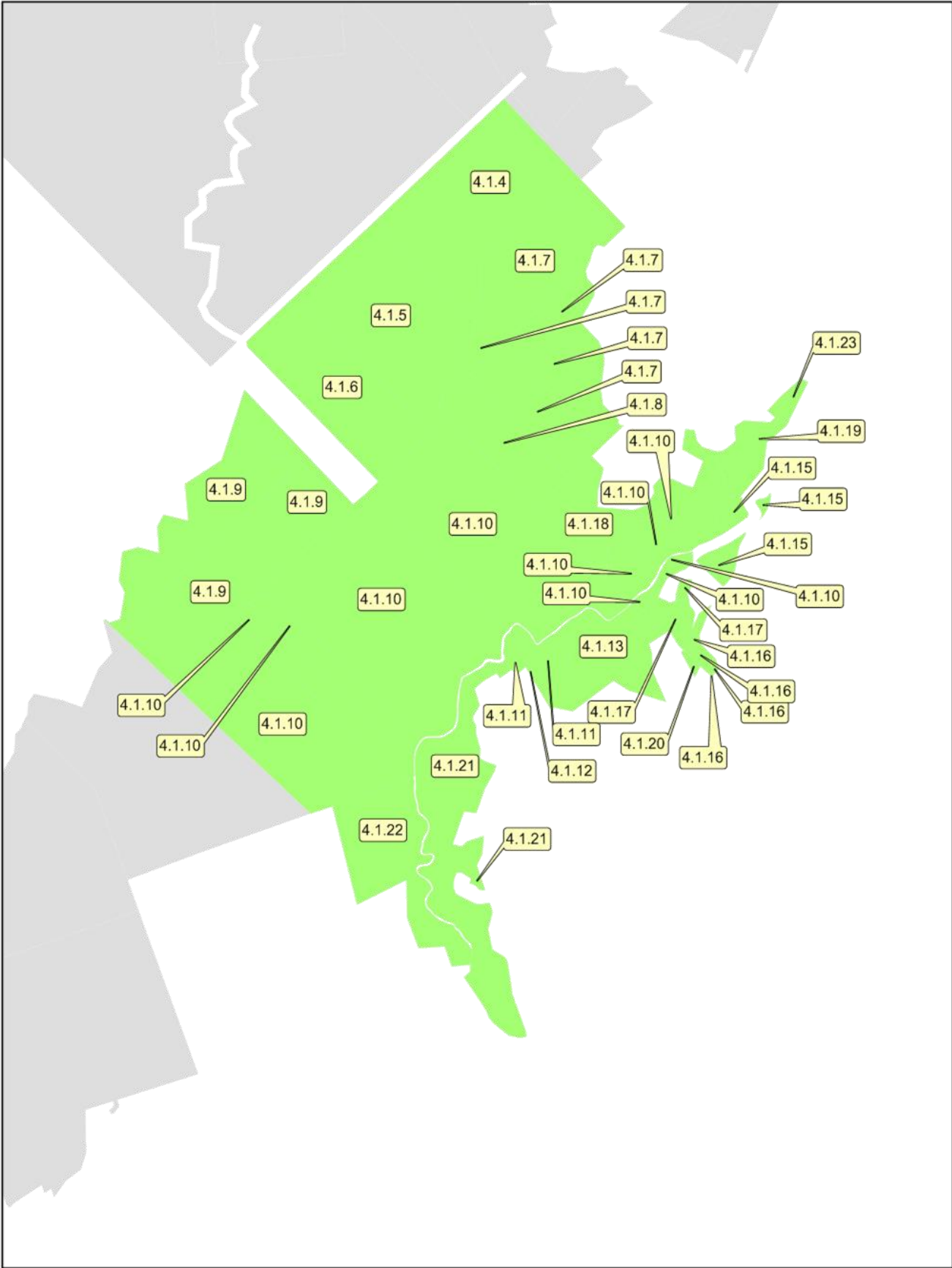






Management Area	Site Name	Mapping Reference	WCC Site number	Legal Description	CT Reference / Parcel Id	Land Area	Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Sector 4 : Chartwell / Keroni Park (map 1)	Kilminster Tops	4.1.1	2342	Sec 54 Makara District		31.97 ha	Not Classified		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, Pt 56 Sec 52 & 56 Makara District shown as part of the land on Plan A3196 & Lot 1 DP 5398	287/283	194,514.7 ha	Not Classified		Open Space B	The land is held as Council owned freehold land, it has no reserve status. The old Maori Ohariu-Thompson 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)





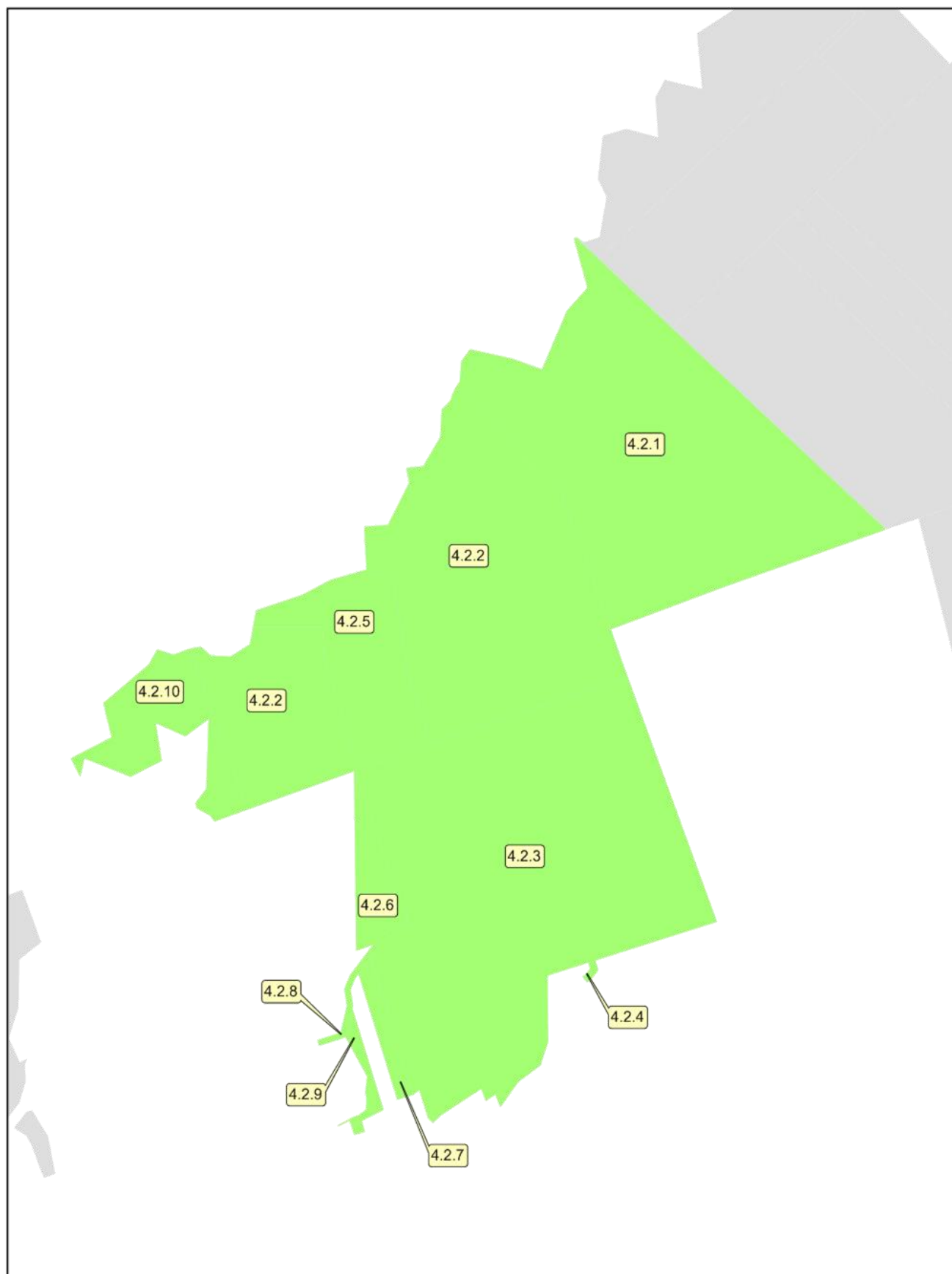
Sector 4: Chartwell / Karori Park (map 2)

- OGB Parcel
- Other OGB Parcel

0 160 320 640 Metres  
Scale: 1:12,000

Management Area	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
Sector 4: Chartwell / Karori Park (map 2)		4.1.4	2342	A2 Otari Block	94/29	20,110 ha	Scenic Reserve (b)	NZG No.54 May 2013	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	12,892 ha	Scenic Reserve (b)	NZG No.54 May 2013	Conservation	Transpower have a current access agreement with WCC over this land to access their utilities, dated 21/8/2000.	
		4.1.6	190	A4 Otari Block	19C/1301	8,612 ha	Scenic Reserve	NZ Gazette 1998/68	Conservation		
	Otari Conservation Area	4.1.7	Crown owned land, managed by WCC Period by DOC	Pt Otari A2 & A3, Pt Lots VI & VII Kaiharawhara District, Pt Sec 1 SO 35925	MUFI 1865534	17,547 ha	Recreation reserve	NZ Gazette No 40, p. 1165 8/4/2010	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 Period by DOC	Pt Lot VII Kaiharawhara District.	MUFI 186553	4,256 ha	Scenic Reserve	NZ Gazette No 40, p. 1165 8/4/2010	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 38070 Otari A7	WN10/272	20,235 ha	Scenic Reserve	NZGZ 2013, p 3955	Conservation		
	Otari Native Botanic Garden	4.1.10	549	Subdivision 1,2,3,4, and 5 of Lot IX, Pt Lot VIII, Pt Lot VII and VIII and Pt Sec 2 Kaiharawhara District, S.O. Plans 15345 and	255/167	57,769 ha	Scenic Reserve	NZ Gazette 1998/68	Conservation		
		4.1.11	549	Pt Lot 1, Plan A2212.	176/113	1,413 ha	Scenic Reserve	NZ Gazette 1982/4112	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 1 Kaiharawhara District and Lot 1, Plan A2216	Part of CT 156/216	5,079 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 156/216 consists of 5,362 ha. 5,079 ha of this land is Scenic reserve, NZ Gazette 1982/4112 (Otari), Part 0,2825 ha Recreation Reserve (Wilton Bowling Club), NZ Gaz 1992/2530.	
		4.1.14	549	Pt Sec 12 Kaiharawhara a district.	D1/76	0,003 ha	Scenic Reserve	NZGZ 1982/4112	Conservation		

Management Area	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
Sector 4: Chartwell / Karori Park (map 2)		4.1.15	549	Lot 1 DP 27801	5A/1080	0.5413 ha	Scenic Reserve	NZ Gaz 1982/4112	Conservation		
		4.1.16	549	Lots 1 and 2 DP 25475 and Pt 12	D1175	0.5929 ha	Scenic Reserve	NZ Gaz 1982/4112	Conservation		
				Kaitiaki District							
		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	NZGZ 1982/4112	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 DP 64470 and Lot 9 DP 84537	52A/734	9.8743 ha	Recreation Reserve		Open Space B	Reclassify as part scenic reserve and leave remaining of Ina Galloway Park Recreation Reserve	
		4.1.22	118	Lot 6 DP 64470	33C/886	5.2300 ha	Scenic Purposes (e)		Open Space B		
		4.1.23		Lot 6 DP 88337	WNS55/594	0.5099 ha			Outer Residential	Reasoning Conservation	



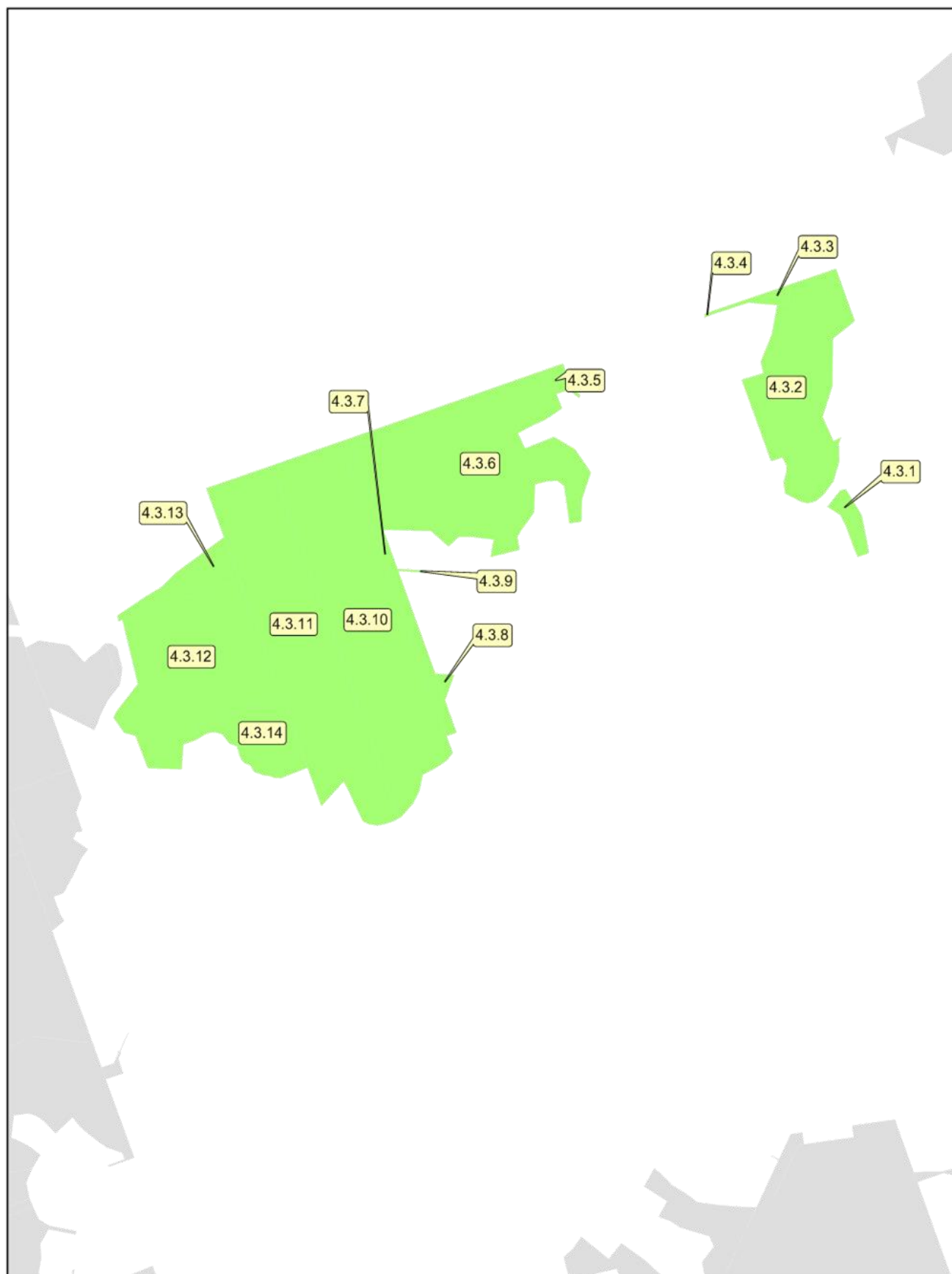
Sector 4: Chartwell / Karori Park (map 3)

- OGB Parcel
- Other OGB Parcel

0 105 210 420 Metres  
Scale: 1:8,000



Management Area	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
Sector 4 Chartwell / Johnston Hill Scenic Karori Park (map 3) Reserve	Johnston Hill Scenic Reserve	4.2.1	3135	Sec 3 SO 380170	WN341/239	20,897 ha	Scenic Reserve	NZ Gazette 2013/3955	Conservation	New addition since 2004	
		4.2.2	3135	Pl Sec 57 Karori District	WNE102	20,838 ha	Scenic Reserve	NZ Gazette 2013/3955	Rural	New addition since 2004	Rezone land Open Space or Conservation
		4.2.3	472	Pl Lot 1 DP 12348	488/4	26,9875 ha	Scenic Reserve	NZ Gazette 1989/4485	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 notices 1987/588, 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 Gaz 1941/3755 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	119117	4,6127 ha	Scenic Reserve	NZ Gazette 1989/4485	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 Gazette 1989/4485	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 14605	No CT	0,6416 ha	Scenic Reserve	NZ Gazette 1989/4485	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	Pl Sec 37 Karori District	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	696665	0,3996 ha	Not Classified		Open Space B		Proposed Classification as Scenic Reserve (b)
		4.2.10	3135	Sec 4 SO 380170	WN341/174	3,307 ha	Scenic Reserve	NZ Gazette 2013/3955	Rural	New addition since 2004	Rezone Open Space B



Sector 4: Chartwell / Karori Park (map 4)

- OGB Parcel
- Other OGB Parcel

0 105 210 420 Metres  
Scale: 1:8,000

Management Area	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
Sector 4 - Chartwell / Munbrooke Place, Karori Park (map 4)		4.3.1	1983 & 1985	Lot 4 DP 66392	40D/665	0.3324 ha	Scenic Purposes (b)	GN 5561291.3	Open Space B	Appurtenant hereto are the rights of way in Easement Certificate B066316.3 (subject to section 309(1)(a) Local Govt. Act 1974). Easement certificate B066316.3 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 5561291.3	Open Space B	Appurtenant hereto are the rights of way in Easement Certificate B066316.3 (subject to section 309(1)(a) Local Govt. Act 1974). Easement certificate B066316.3 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	38B/165	0.1706 ha	Local Purpose (Reservoir) Reserve	Vested on deposit of Plan 71940	Open Space B	The within and has no frontage to a legal road. Appurtenant hereto are the rights of way in Easement Certificate B066316.3 (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 Access) Reserve		Open Space B		
		4.3.5	1285 & 2000	Lot 42 DP 67707	43C/553	0.1862 ha	Local Purpose (Reservoir) Reserve	GN 5561291.3	Open Space B		
	Skyline Reserve	4.3.6	1285 & 2000	Lot 1 DP 67709	43C/552	7.3672 ha	Scenic Reserve	GN 5561291.3	Open Space B		
		4.3.7	562 & 553	Lot 76 DP 6628	416/51	0.8511 ha	Recreation Reserve	NZ Gazette 1989/4479	Open Space B		
		4.3.8	562 & 553	Lot 3 DP 68825	1095/039	0.0705 ha	Scenic Reserve	GN 5561291.3	Open Space B	This triangular lot is built covered	
		4.3.9	562 & 553	Lot 204 DP 46090	38B/303	0.0232 ha	Local Purpose (park access) Reserve	GN 5561291.3	Open Space B	Access strip to Percy Dyell Dr.	
		4.3.10	562 & 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	562 & 553	Pt Sec 41 Karori District	153/97	11.0492 ha	Recreation Reserve	NZ Gazette 1982/4462	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	Seat 1 So 367497	WN23A/346	5.4632	Scenic Purposes (b)	NZGZ 2013/3965	Open Space B	New addition since 2004	
		4.3.13	562	Lot 3 DP 53185	23A/346	0.6993 ha	Scenic Purposes (b)	GN 5561291.3	Open Space B		
		4.3.14	1955	Sec 3 SO367497	366575	1.3430 ha	Scenic Purposes (b)	GN 5561291.3	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: MAKARĀ PEAK



### Key features / values:

- Makarā Peak (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 of interest:* Karori, Makarā

*Local community volunteer activities include:* track maintenance and building, animal pest control, restoration planting

### 6.5.2 OVERVIEW

Sector 5 (483.8 ha) extends south from Makarā Road, taking in the Makarā Peak 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 'Makarā Peak' is being used in this plan instead of the official name, 'Makarā Hill', because it is the more commonly used name now, which most people recognise.

#### 6.5.2.1 Makarā Peak Mountain Bike Park

The mountain bike park is managed under the 10-year *Makara Peak 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 Makarā Peak Supporters Group as both a mountain biking facility and an area for nature conservation and restoration. 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. Makarā Peak 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 Makarā 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 Makarā Peak summit.
- *Ecological restoration* is to continue alongside the track development.

#### 6.5.2.2 Land administration

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 Makarā Peak also; transmission lines, a telecommunication tower near the summit and a water reservoir close to Makarā Road saddle. The utility operators have access to maintain their infrastructure.

### 6.5.2.3 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 Makarā 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 *Makara 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 Makara Peak promises to be another hub in the Outer Green Belt ecological corridor in future.

Most of Makarā 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.

### 6.5.2.4 Landscape and land use

Makarā 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 Makarā 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 Makarā 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.

**6.5.2.5 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.<sup>42</sup> 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 allocated to shared use and clearly marked as such. While some Skyline Track walkers and runners might prefer to avoid the bike-priority area 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 Makarā 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 it 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 Makarā 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 crossing of Makarā Road between the mountain bike park and Skyline Track / Karori Park, and (ii) to at the same time look into the feasibility of developing safe and sustainable linking tracks between Makarā 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 plan<sup>42</sup> 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 Makarā 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 Makarā 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 Makarā 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 entrance***

Primary Outer Green Belt entrances are being planned at regular intervals, with toilet and drinking

<sup>42</sup> *The wild side of Karori Park, dog exercise and trail plan 2015*



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water facilities (see general policy 4.4.3.4). One of these needs to be located somewhere in the vicinity of Karori Park, given the distance north for Skyline Track walkers to Mt Kaukau, where toilets and water are proposed. The Makarā Road saddle would be a logical location but the limited space available for parking and additional facilities is a constraint. If toilets and water are developed at the Makarā Peak summit, however, only upgraded signage at the road crossing would be needed and Skyline walkers who choose to avoid Makarā Peak and take the alternative route through Karori Park, would find facilities there.

**Expansion of the mountain bike park / track network south**

The master plan provides for the Makarā Peak track network to extend into the wastewater treatment facility land down South Karori Road and some tracks have already been developed there. There is the opportunity for the network to connect to the start of the proposed south coast link from the end of South Karori Road (*Open Space Access Plan 2016 (OSAP)*, 7.5). Making it a shared track, as per the OSAP network principles, would open up a range of long distance walking, running and biking opportunities.

**6.5.2.6 Community**

The Council and Makarā 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. Makarā 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.

**6.5.3 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.)

<b>6.5.3.1 Land administration</b>		
<b>Land status</b>		
125. 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 Makarā Peak to facilitate its primary use for recreation.	N	3-5 yrs
<b>6.5.3.2 Nature</b>		
<b>Caring for nature</b>		
126. Protect and restore the biodiversity values of Makarā Peak by implementing the conservation and biodiversity policies in the master plan.	Ex	Ongoing
<b>Streams</b>		
127. Manage the tributary streams and potential effects on streams from track building and maintenance activities within this sector in accordance with the 'waterways and receiving environments' approach outlined on in the <i>Makara Peak Mountain Bike Park Master Plan</i> (where they are superior to	E	ongoing



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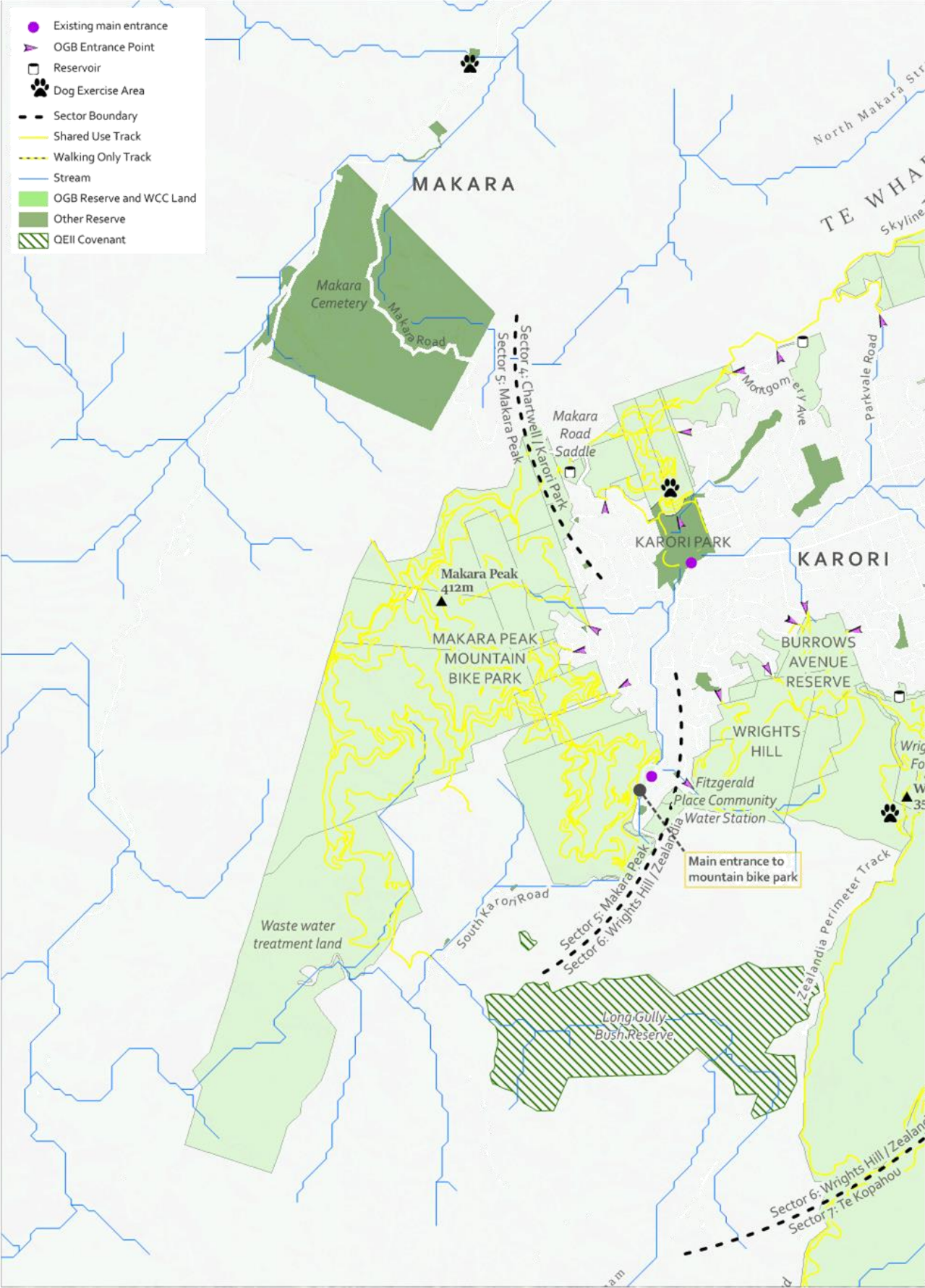
regional, national and local policies in terms of protecting environmental values.)		
<b>Indigenous flora and planting</b>		
128. Continue restoration planting on Makarā Peak of a wide variety of indigenous species, with a focus on planting emergent tree species.	Ex	ongoing
129. Protect and encourage the spread of the tree fern / astelia plant communities that are a feature in places on Makarā Peak.	E	ongoing
<b>Weeds and pest animals</b>		
130. Implement the weed and pest control programmes for the Makarā Peak Mountain Bike Park outlined in the master plan.	Ex	ongoing
131. Work with the national Biocontrol collective to monitor the effectiveness of the Darwin's barberry weevil as a biocontrol agent on Makarā Peak and Chartwell to guide improved biocontrol of Darwin's barberry in the Outer Green Belt.	E	ongoing
<b>Research</b>		
132. Support research into the factors limiting the dispersal of threatened or locally significant bird species from Zealandia such as tieke (saddleback), kākārīki (red-crowned parakeet), and toutouwai (North Island Robin).	Ex	ongoing
<b>6.5.3.3 Landscape and land use</b>		
<b>Landscape character and views</b>		
133. Manage vegetation to maintain open views from the Makarā Peak summit and other memorable viewpoints, in conjunction with providing the rest places proposed in the master plan, where appropriate.	E	ongoing
134. 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
<b>6.5.3.4 Culture and Heritage</b>		
<b>Interpretation</b>		
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.	N	5-10 yrs
<b>6.5.3.5 Recreation</b>		
135. Consider the potential and feasibility for extending the track planning through the additional reserve land along South Karori Road to link in with a route down Karori Stream to the south coast, taking into account how it would connect with the existing track network, likely use, and potentially diversify the type of riding experiences at the mountain bike park.	N	ongoing

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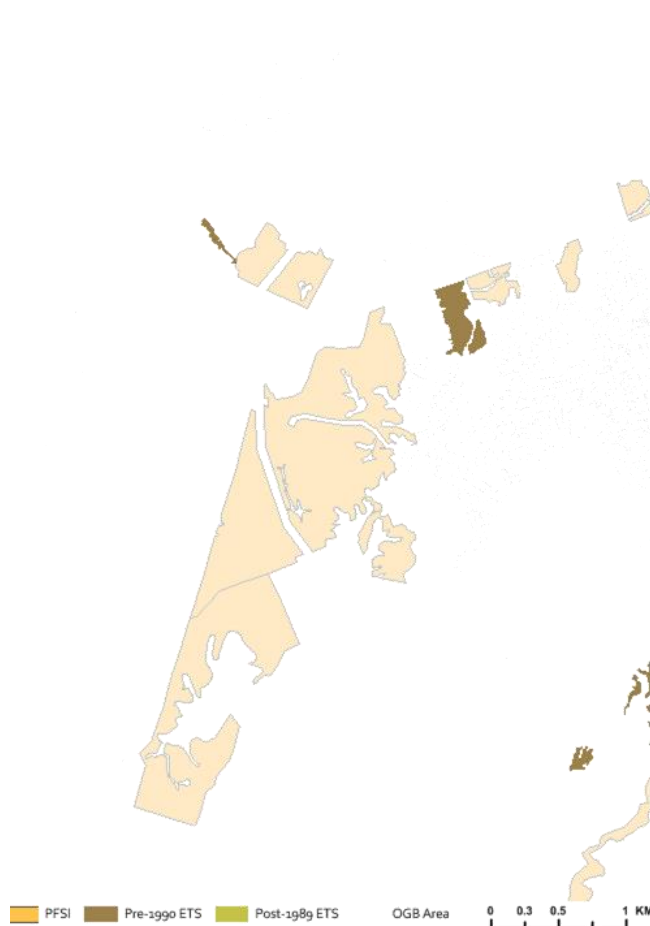
136. In consultation with the Makarā Peak Supporters, work out the best route for the Skyline Track to traverse the Makarā Peak Mountain Bike Park, and mark it clearly to ensure Skyline users, travelling in either direction, can easily find their way.	E	ongoing
<b>Facilities and way-finding</b>		
137. 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 Makarā Peak experience.	E	ongoing
138. Investigate the inter-related questions of where and how to locate toilets and drinking water supply within the Makarā Peak Mountain Bike Park and at suitable intervals along the Skyline Track.	E	3-5 yrs
139. Install signage at the Makarā Road saddle that makes clear the Outer Green Belt is on both sides of the road, with recreational opportunities.	E	ongoing
140. As part of the comprehensive review of signage and way finding proposed in the master plan, ensure that adequate provision is made to guide and communicate key messages to walkers and runners as well as riders, including codes of behaviour on bike-priority tracks, to ensure non-bikers feel welcome while also understanding their responsibilities.	N	ongoing
141. Ensure that dog walkers 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
<b>Events</b>		
142. Limit the number of mountain biking events held in Makarā Peak Mountain Bike Park to no more than 12 per year, 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, as follows: <ul style="list-style-type: none"> <li>• 6 days full park closure per year, and no more than 1 per month;</li> <li>• 3 days partial park closure;</li> <li>• 3 days when events take place with no closure.</li> </ul>	N	ongoing
<b>6.5.3.6 Community</b>		
<b>Work with volunteers</b>		
143. Continue to support and partner with the Makarā Peak Supporters Group to implement the Makarā Peak Mountain Park Master Plan.	E	ongoing
<b>Work with Neighbours</b>		
144. Continue to encourage and support neighbouring landowners to participate in local pest animal management / weed control / restoration planting on their land, especially if it contains important native bush remnants or helps connect up or extend the restored forest on Makarā Peak.	Ex	ongoing

Sector 5: Makara Peak - Current

Scale: 1:24,000 0 0.25 0.5 1 KM

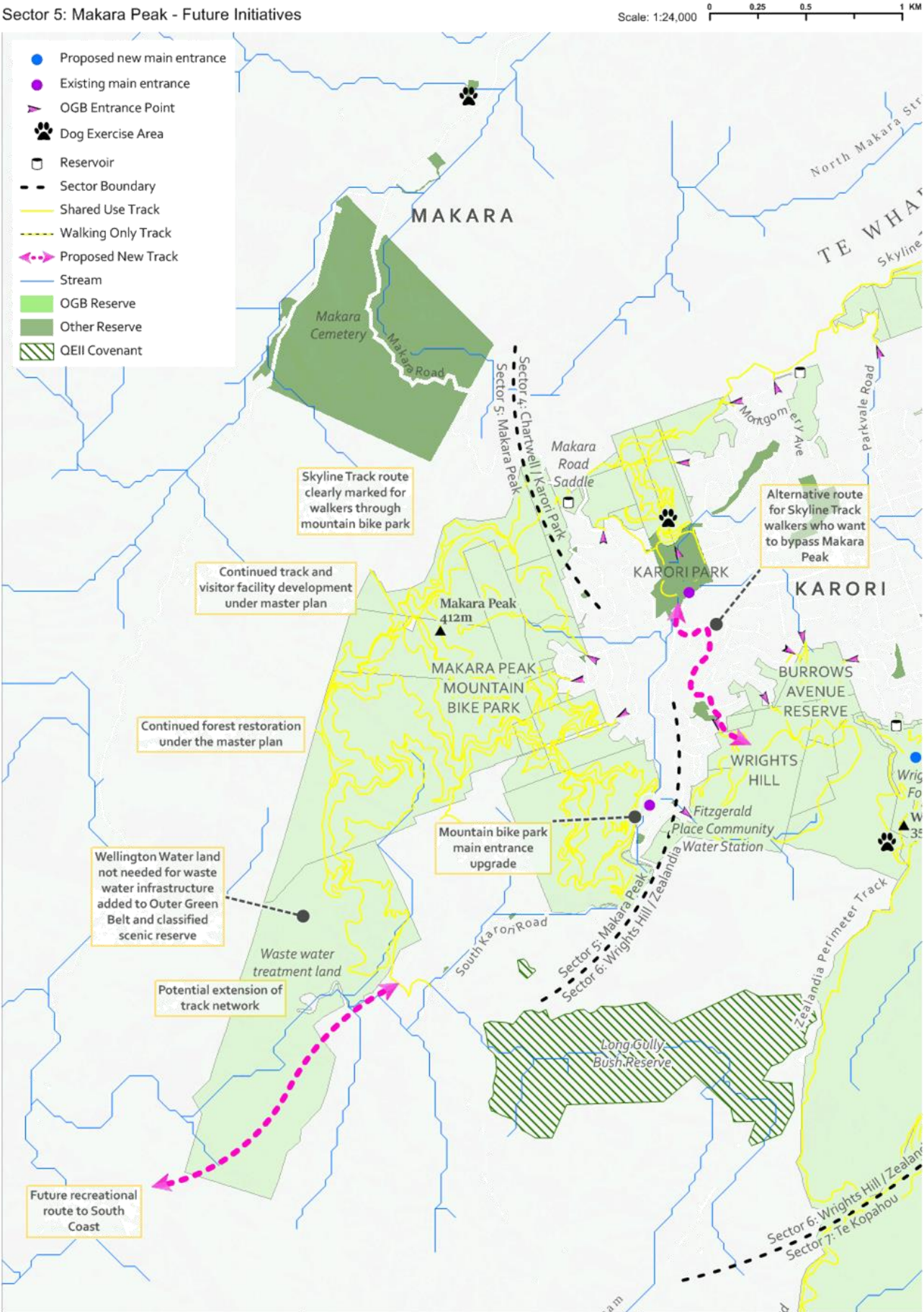


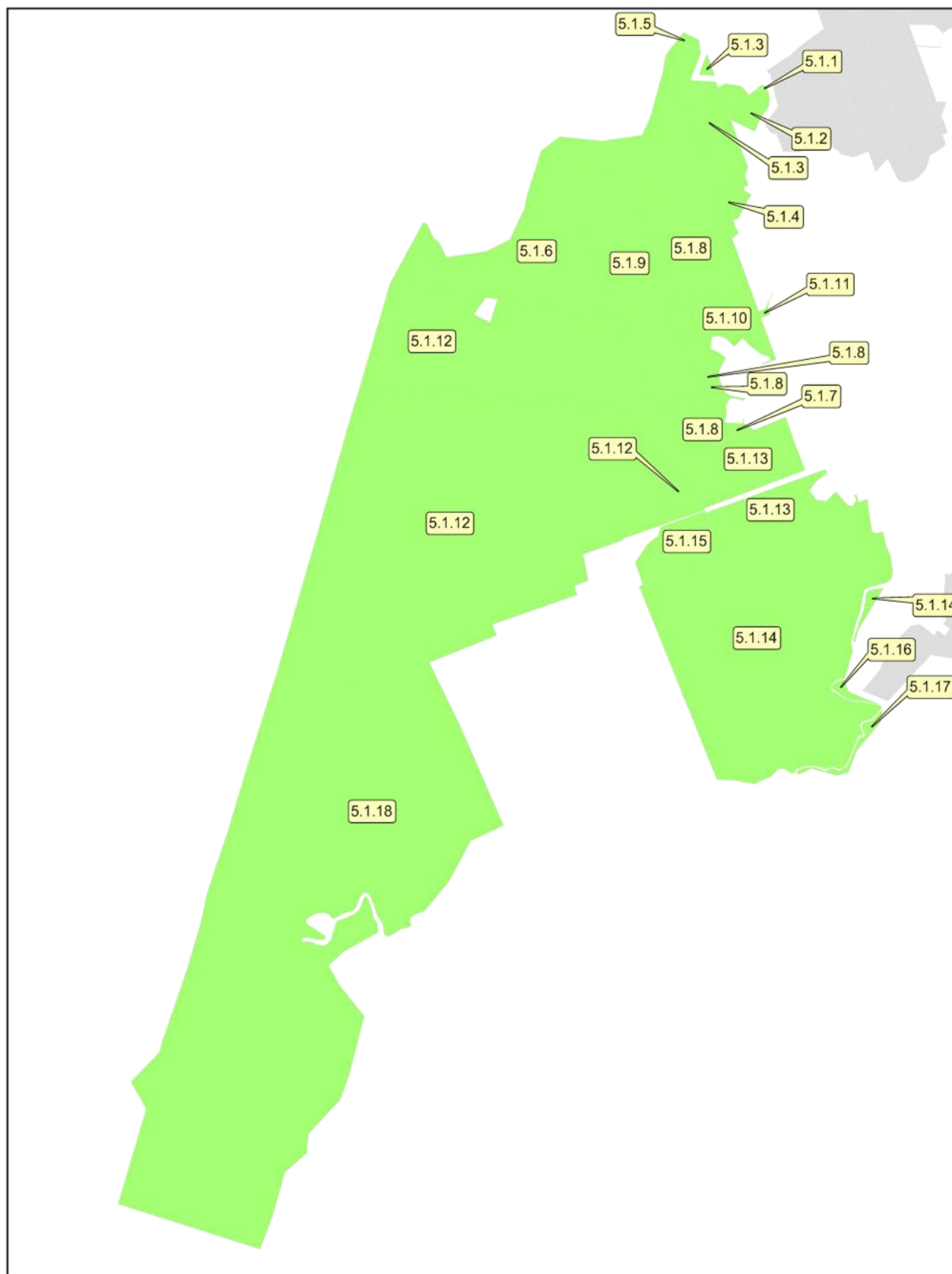






Sector 5: Makara Peak - Future Initiatives





Sector 5: Makara Peak

- OGB Parcel
- Other OGB Parcel

0 200 400 800 Metres  
Scale: 1:15,000

Management Area	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
Sector 5: Makara Peak	Makara Hill Mountain Bike Park	5.1.1	2464	Pl Sec 41 Karori District	D1/1318	0.0760 ha	Scenic reserve		Open Space B		
		5.1.2	101	Pl Sec 42 Karori District and being also Pl Lot 1 Plan A/2142	942/12	1.4292 ha	Local Purpose (water Reservoir) Reserve	NZG 1555 9 May 2013	Open Space B		
		5.1.3	1205	Lots 1 & 2 DP 45948	285/896	4.3123 ha	Scenic Reserve	GN 9561291.3	Open Space B		
		5.1.4	2074	Lot 1 DP 48353	205/198	2.0477 ha	Scenic Reserve (b)	NZG 1555 9 May 2013	Open Space B		
		5.1.5	2003	Lot 6 DP 68315	41D/286	0.2962 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	344/82	0.2607 ha	Scenic Reserve	NZG 2013, p.3957	Open Space B		
		5.1.8	2073	A/2142 and Pl Lot 12 Plan A/2559 and Pl Sec 85 Karori	49C/580	11.5491 ha	Scenic Reserve (b)	NZG 1555 9 May 2013	Open Space B	This land is subject to a right of way created by transfer B.248575.7. Subject to rights of way, right to install and maintain water supply and right to convey water created by transfer B.225616.1.	
		5.1.9	2073	Pl Sec 49 Makara 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. B.221575.1 Compensation Certificate under S.19 Public Works Act 1981. B.597533.8 Transfer grant of rights to lay and maintain electric cables & to convey electric energy. B.597533.9 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	Pl Sec 47 & 48 Makara District and Pl Sec 53 Karori District	31A/318	100.7403 ha	Scenic Purposes (b)	NZG 1555 9 May 2013	Open Space B	The land transferred to WCC in 1994 (ex-harold) 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. 865267.3 Transfer grant of Right of Way. Subject to an easement to convey Telecommunication signals over part of the land to Transpower by transfer B.788750.1.	

Management Area	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
		5.1.13	1320	Pt Sec 43 Karori District	468/836	5.6559 ha	Scenic Reserve (b)	NZG 1555 9 May 2013	Open Space B	New addition since 2004	
		5.1.14	1320	Pt Sec 45, Karori District	Part of 468/837	Approx 45 ha	Scenic Reserve (b)	NZG 1555 9 May 2013	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 May 2013		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	0.5460 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	NZG 1995/ p1289	Rural		Propose rezoning Open Space B



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TITLE MAP1

TITLE SCHEDULE

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TITLE MAP2

TITLE SCHEDULE

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TITLE MAP3

TITLE SCHEDULE

## 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 Makarā Peak and te Kopahou

*Local communities of interest:* Karori, Highbury

*Local community volunteer activities:* pest animal control, Zealandia perimeter fence monitoring, hosting and guiding at Zealandia

### 6.6.2 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.

#### 6.6.2.1 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 Avenue 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, although an additional option could be considered of formalising a walking track through the strip of reserve from the scout den to the reservoir access entrance on Messines Road.

#### 6.6.2.2 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 Ōtari-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 Makarā Peak, north via Birdwood Reserve and the Kaiwharawhara Stream to Ōtari-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.

#### 6.6.2.3 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 and 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 Skyline Track that links this sector with Makarā 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.

#### 6.6.2.4 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.

#### 6.6.2.5 Recreation and Access

The track network is comparatively well developed in this sector. The track network in Zealandia is accessible only by way of an entry fee but outside the perimeter fence is the Zealandia perimeter track, walking and mountain biking tracks on Wrights Hill including this section of the long-distance Skyline Track and a number of local tracks to nearby housing. 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 as a destination and one of a series of main entry points to the Outer Green Belt.

#### 6.6.2.6 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 in this sector lies south of Wrights Hill. It 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

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Council has variously assisted these landowners in a number of ways, including with pest control, podocarp planting and covenant fencing.

### 6.6.3 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.)

<b>6.6.3.1 Land administration</b>		
<b>Land status</b>		
145. Continue to work with the Department of Conservation on the appointment of the Wellington City Council to control and manage the Crown-owned land on Wrights Hill.	E	ongoing
<b>Encroachments</b>		
146. Begin the process of removing the private encroachments on the strip of reserve land above the western slopes of Zealandia, where a single water reservoir is located, 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
<b>6.6.3.2 Nature</b>		
<b>Caring for nature</b>		
147. 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
<b>Streams</b>		
148. Support Zealandia to explore the eradication of pest fish within the lakes and streams of the valley.	E	ongoing
149. Continue to support Sanctuary to Sea – Kia Mauriora te Kaiwharawhara project as a key strategic partner	E	ongoing
<b>Indigenous flora and planting</b>		
150. Plant a native forest restoration buffer on reserve land above Zealandia, as private encroachments are removed. (see policy 6.6.3.1 (2) above)	N	5-10 yrs
<b>Research</b>		
151. Continue with the research being carried out at Ōtari-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
152. Support research into the factors limiting the dispersal of threatened or locally significant bird species from Zealandia such as tīeke (saddleback), kākārīki (red-crowned parakeet), and toutouwai (North Island Robin).	Ex	ongoing



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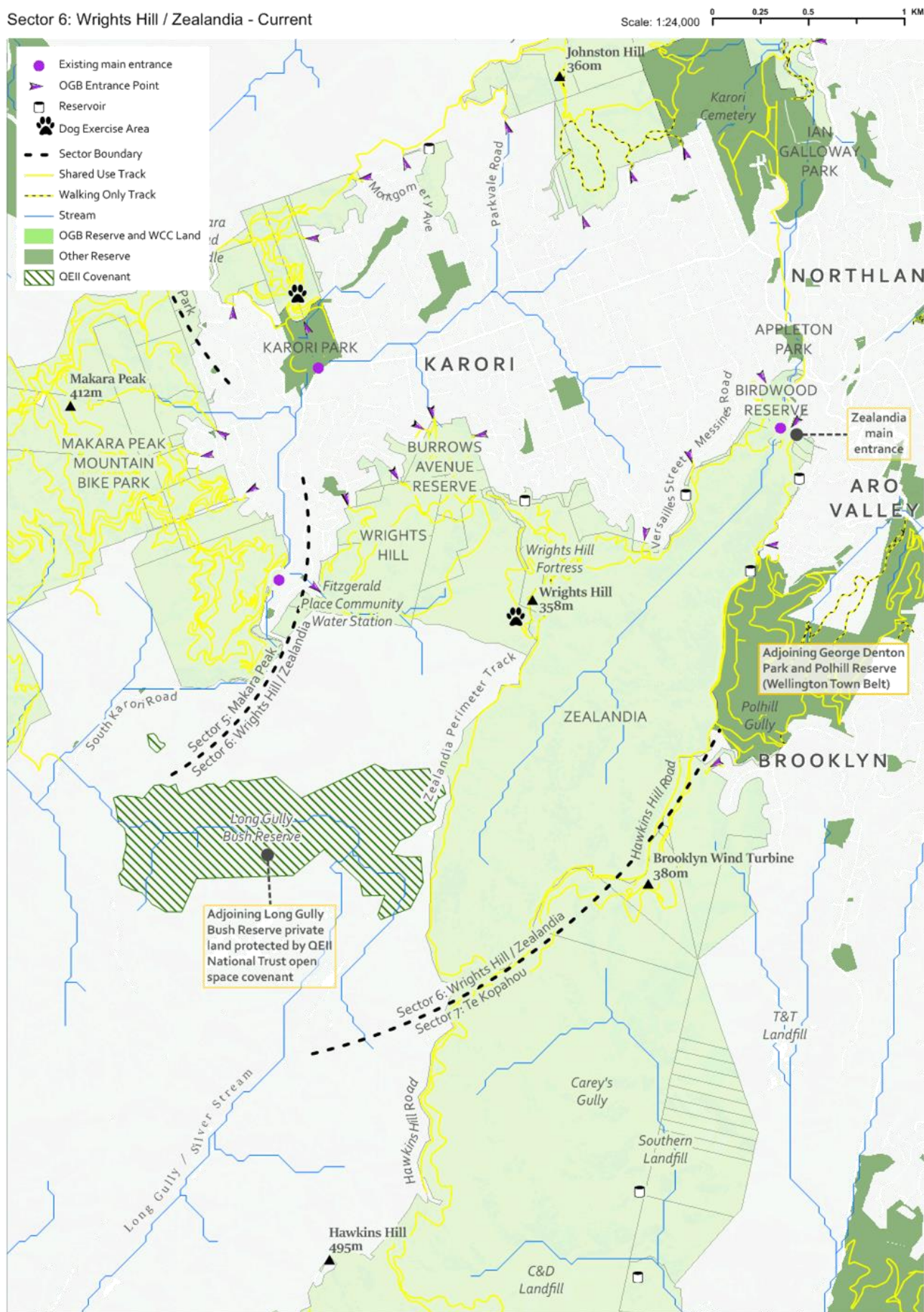
<b>6.6.3.3 Landscape</b>		
<b>Views</b> 1. Manage the vegetation to ensure that the wide views seen from the following places, in particular, are kept clear: a) the carpark at the top end of Salvation Track, which is often used as a viewpoint; b) the lookout platform on the summit overlooking the Zealandia valley.	E	ongoing
<b>6.6.3.4 Culture and heritage</b>		
<b>Wrights Hill fortress</b> 1. Work with the Wright Hill Fortress Restoration Society to support its activities in implementing the <i>Wright Hill Conservation Plan</i> .	E	ongoing
<b>6.6.3.5 Recreation and access</b>		
<b>Track network</b> 153. Investigate 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
154. 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
<b>Entrances, facilities and way finding</b> 155. Investigate and assess the options for improving the existing entrance features in the hilltop area of Wrights Hill, 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 the placement of large concrete blocks); b) providing public toilets and drinking water; and c) resurfacing / re-grading the disabled access pathway between the main carpark and the summit area, which is currently in poor repair; d) upgrading the summit lookout structure. Implement any approved improvements.	N	3-5 yrs
	N	5-10 yrs
<b>Way finding</b> 156. Continue to update the wayfinding signage to help guide visitors on the track network, including: 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, namely: Deliverance Track, which is prioritised for downhill mountain biking use.	E	ongoing



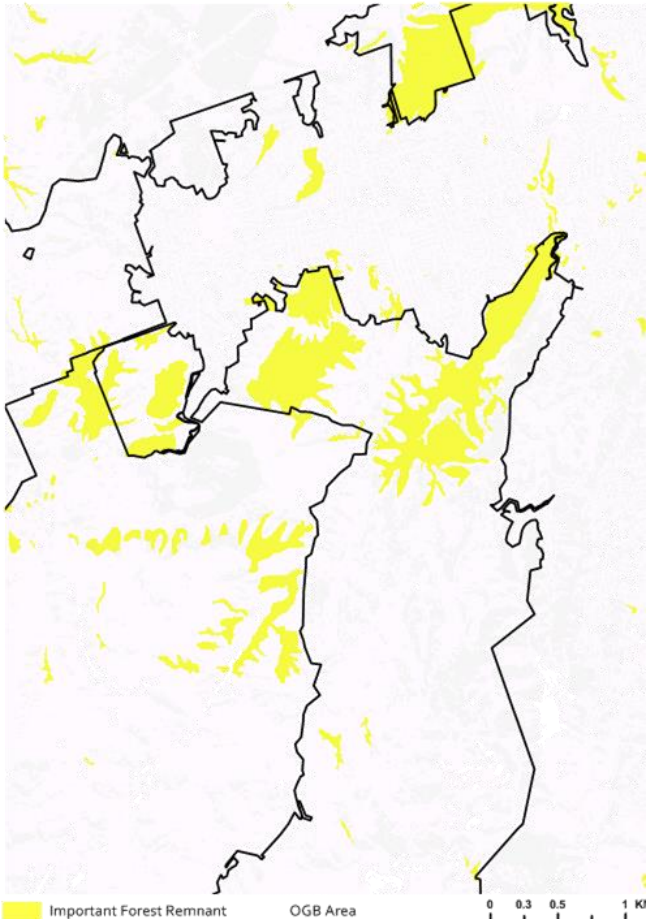
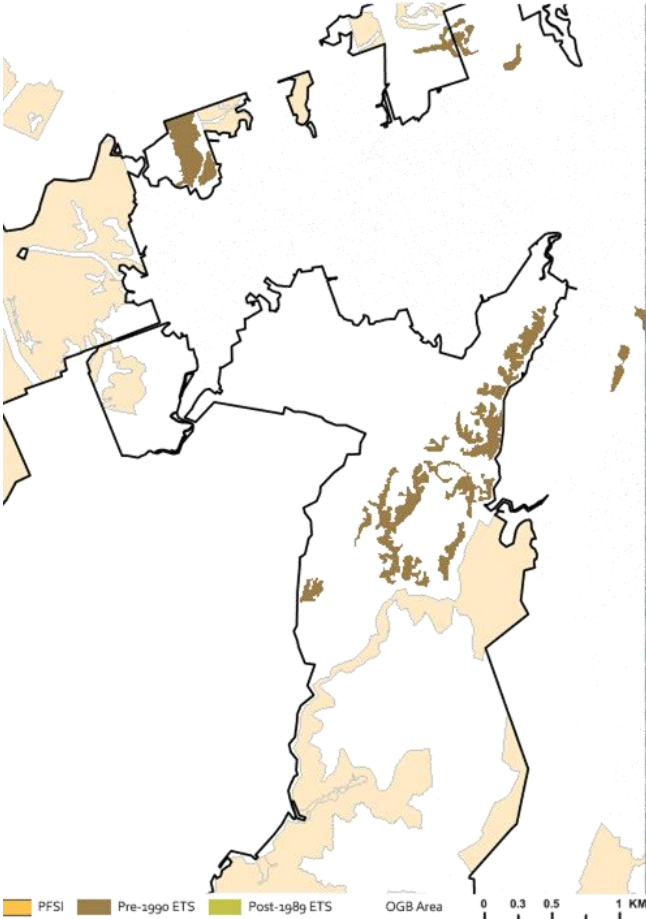
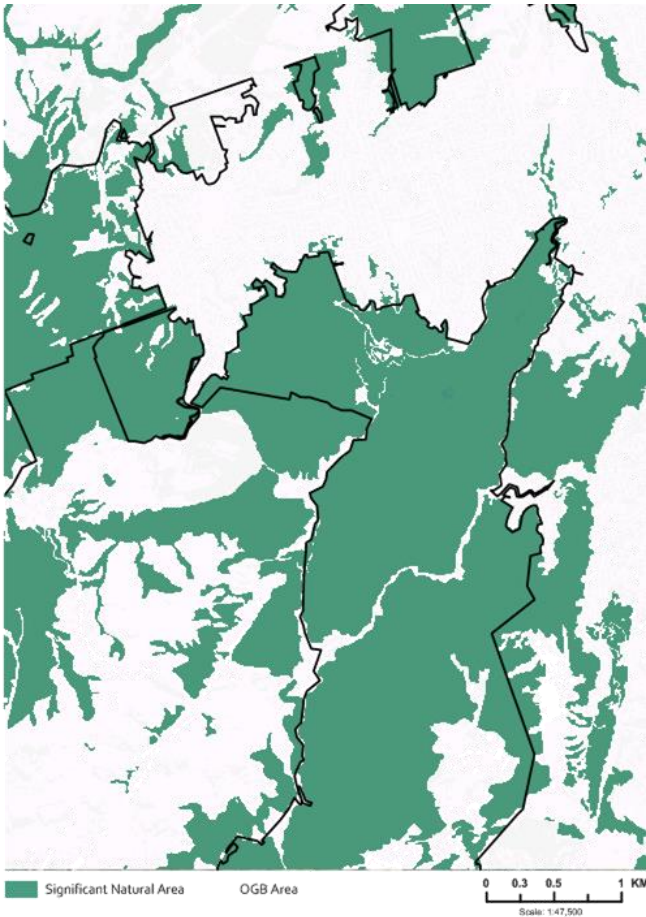
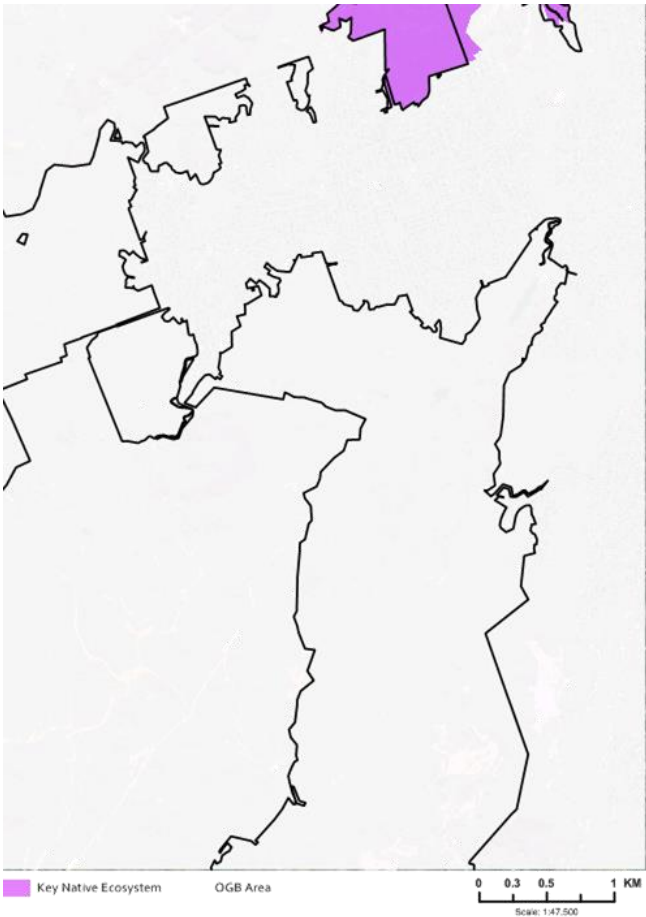
## Draft Outer Green Belt Management Plan 2018

<b>Dog walking</b>		
157. 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.	E	ongoing
<b>Events</b>		
158. Continue to support the Wrights Hill Restoration Society in running its public open days.	E	ongoing
<b>6.6.3.6 Community</b>		
<b>Work with volunteers</b>		
159. 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.	E	ongoing
160. Continue to support concentrated volunteer pest control efforts in this sector to protect, in particular, vulnerable native birds migrating out from Zealandia.	E	ongoing
161. Continue to work with and support the Wrights Hill Restoration Society and clarify respective roles in the light of the Council taking over management (see 6.6.3.1 (1)) via a Memorandum of Understanding.	N	1-2 yrs
<b>Interpretation</b>		
162. 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 4.6.3.7); focusing particularly on: <ul style="list-style-type: none"> <li>World War II military installation themes; and</li> <li>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.</li> </ul>	N	5-10 yrs

Sector 6: Wrights Hill / Zealandia - Current



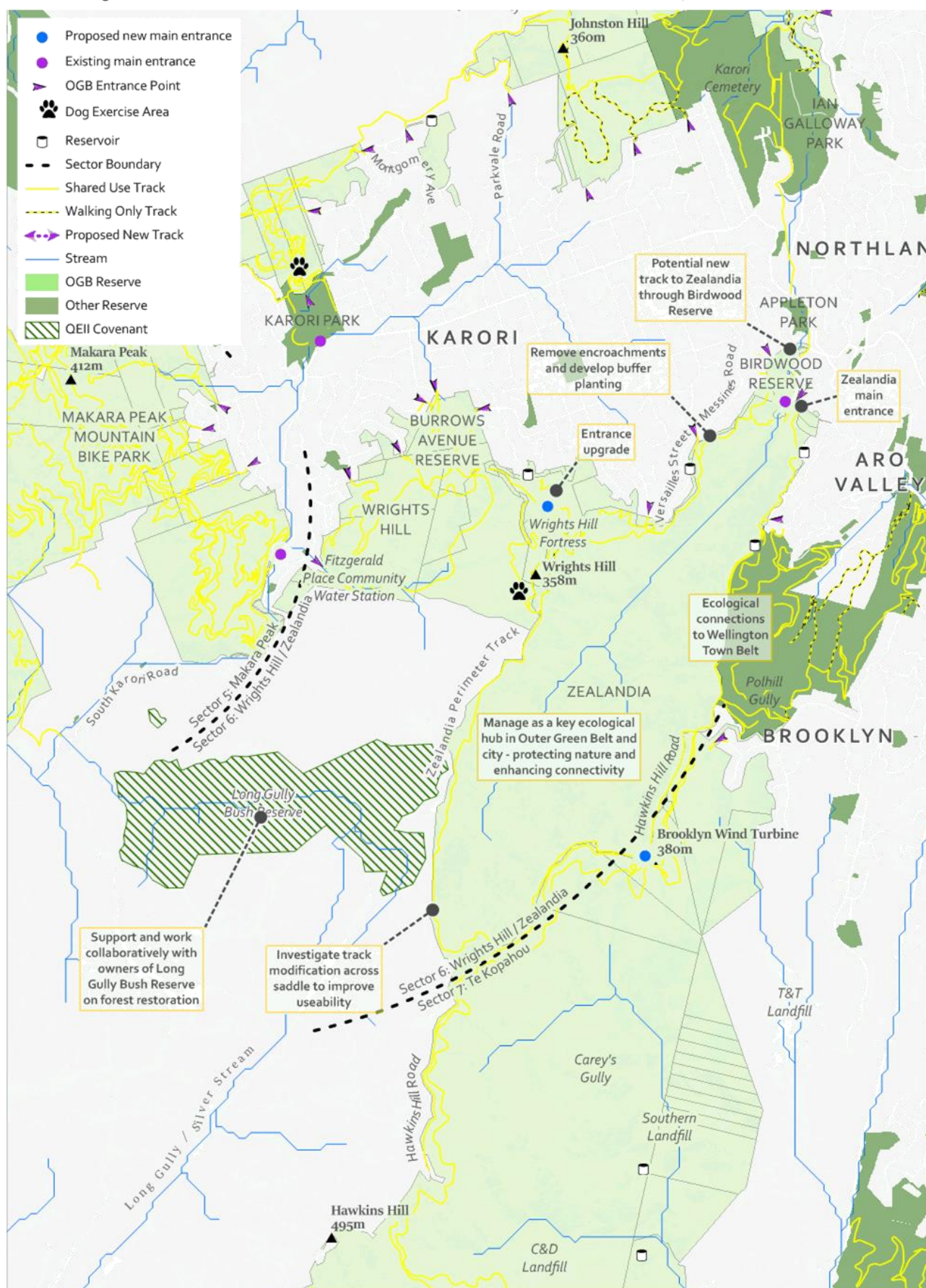




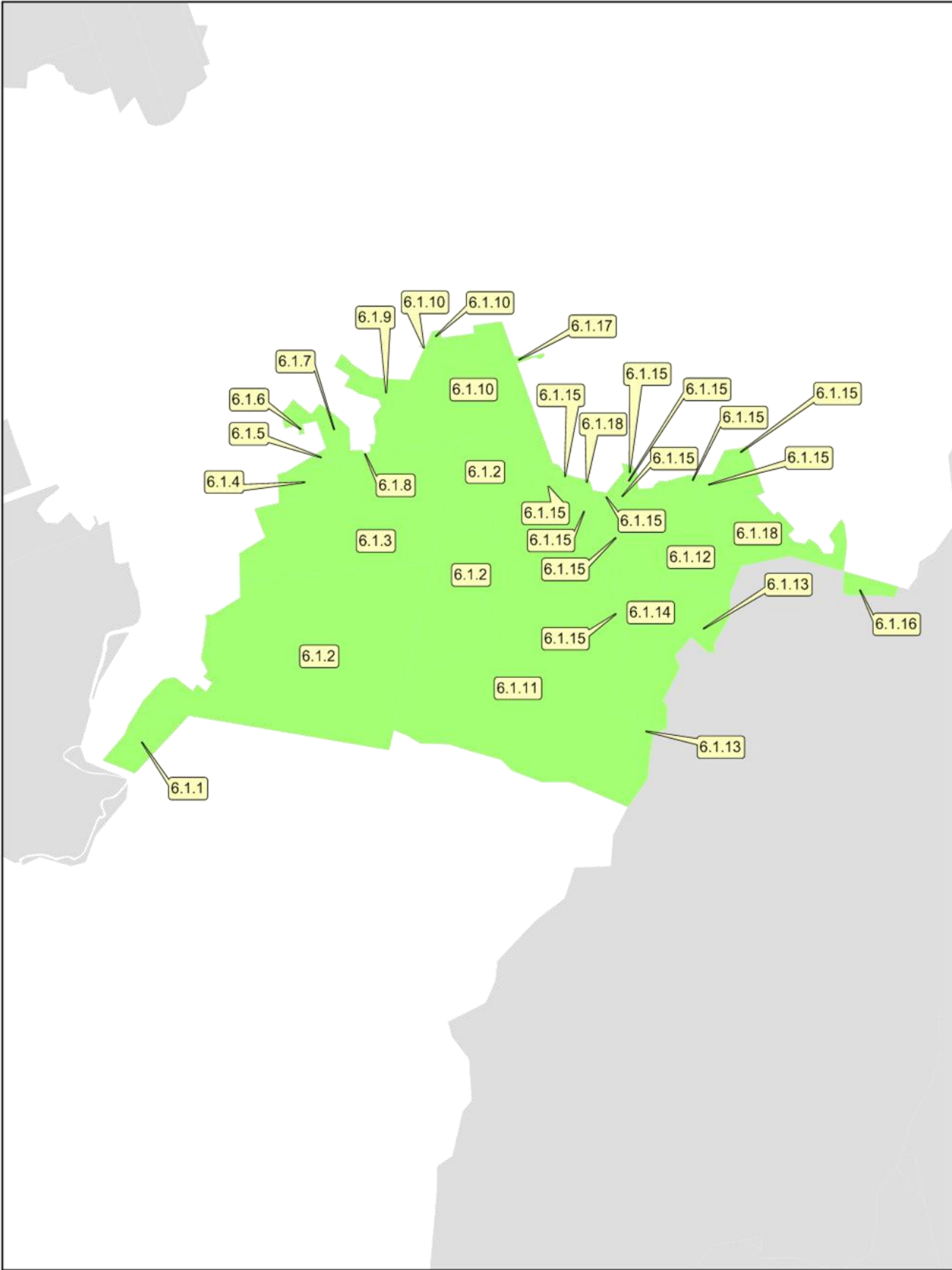


**Sector 6: Wrights Hill / Zealandia - Future Initiatives**

Scale: 1:24,000 0 0.25 0.5 1 KM







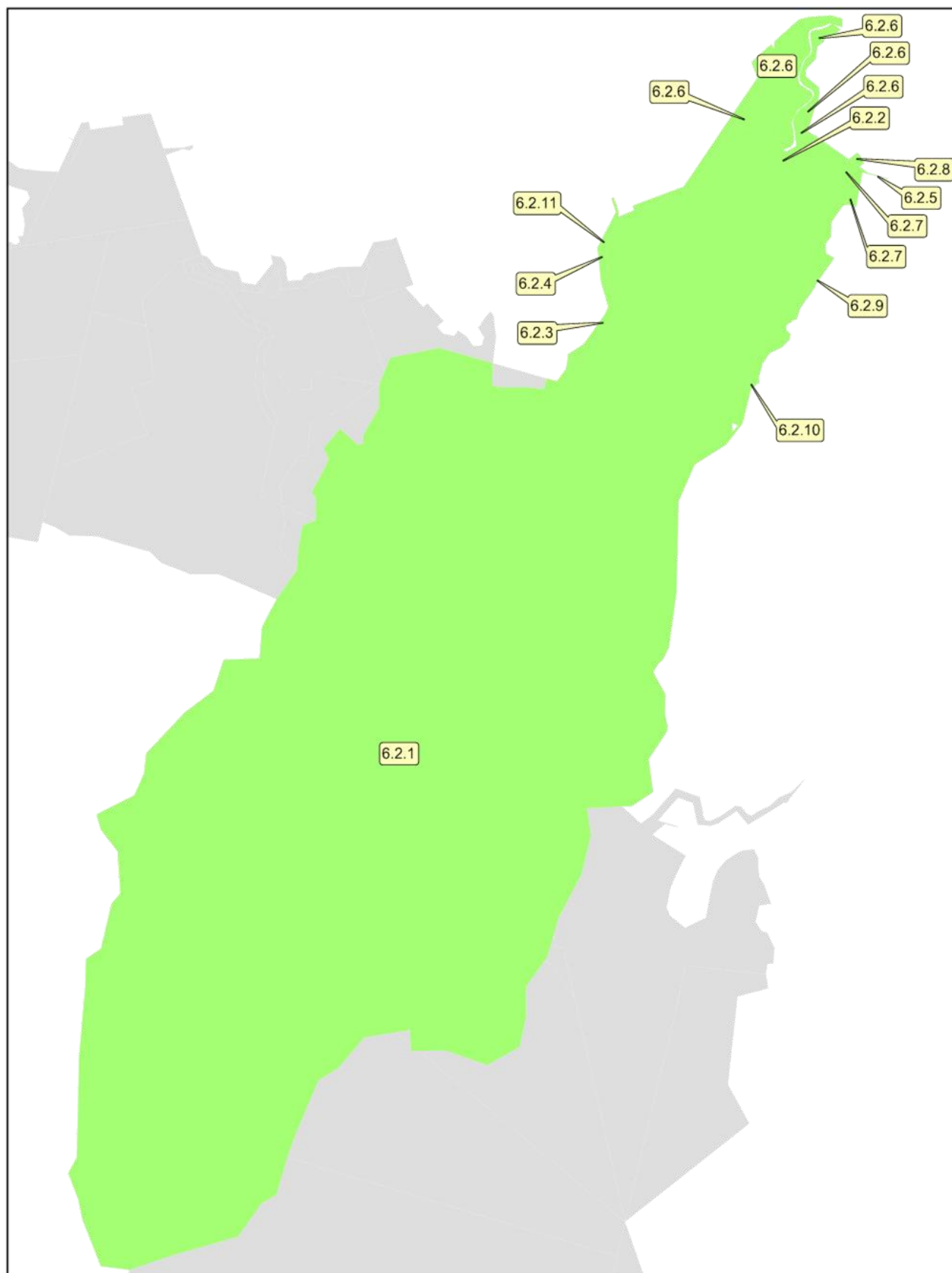
Sector 6: Wrights Hill / Zealandia (map 1)

- OGB Parcel
- Other OGB Parcel

0 160 320 640 Metres  
Scale: 1:12,000

Management Area	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
Sector 6 Wrights Hill / Zealandia (map 1)	Wrights Hill Reserve	6.1.1	1322	Lot 1 DP 51083	20C/394	1.7318 ha	Scenic Reserve (b)	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 May 2013	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 May 2013	Open Space B	Appurtenant to Pt Section 46 is a right of way over Lot 98 DP 77320 (CT43D/167) created by transfer B.3727/17.9. 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	Open Space 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 DP 10126	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. Plan 34500	No CT	28.3590 ha	Recreation Reserve	NZ Gazette 1987/24	Open Space B	Part Heritage area	Proposed re Classifying Scenic Reserve b
		6.1.12	1404	Sec 17 Upper Kaiwharawhara District, S.O. Plan 34500	No CT	8.2866 ha	Recreation Reserve	NZ Gazette 1987/24	Open Space B	Part Heritage area	Proposed re Classifying Scenic Reserve b
		6.1.13	1402	Secs 13 & 14 Upper Kaiwharawhara	41A/292	3,3705 ha	Recreation Reserve	NZ Gazette 1991/133	Conservation	This land is WCC owned land. Part of this land is identified as a Heritage area in the District Plan.	Proposed re Classifying Historic Reserve
		6.1.14		Sec 15 Upper Kaiwharawhara District, S.O. Plan 31460		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 Historic Reserve

Management Area	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
		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 10 DP 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 legal documentation is held in gazette notices 920601.1 and 920601.2.	
		6.1.16	2482	Part Section 2 Upper Kaiwharawhara District	22D469 Pt	0.58 ha	Scenic Reserve		Open Space 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 Open Space B
		6.1.18		Pt Sec 2 Upper Kaiwharawhara District	WNSB468	3.4314 ha		NZG No. 54 9 May 2013	Open Space B		



Sector 6: Wrights Hill / Zealandia (map 2)

- OGB Parcel
- Other OGB Parcel

0 160 320 640 Metres  
Scale: 1:12,000



Management Area	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
Sector 6 Wrigths Hill / Zealandia (map 2)	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 3 DP 313319	6590102	0.3889 ha	Not Classified		Conservation		Classify as Scenic Reserve 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 Kawharawhara District	3977232	0.15 ha	Water Supply Purposes				Classify as Scenic Reserve Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community's interest in this land.
		6.2.5	2149	Part 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 85 & 86 DP 1871	220469 pt	5.2375 ha	Scenic Purposes (b)	GN 956/291.3	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	Scenic Purposes (b)	GN 956/291.3	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	0.031 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		Classify as Scenic Reserve 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 Owhiro 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: Red Rocks 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 of interest:* Brooklyn, Happy Valley, Ōwhiro Bay

*Local community volunteer activities:* restoration planting, botanical surveys, track building, predator control

### 6.7.2 OVERVIEW

Sector 7 (1,124.2 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*<sup>43</sup>, 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.

<sup>43</sup> *Our Natural Capital*, Action 1.1.1 (d)

- 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 scope of the Outer Green Belt down to sea level so that all the ecologically significant Te Kopahou reserve land will be covered by this management plan.
- 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.

#### 6.7.2.1 Land status

The land in this sector is of varying status (see Management Sector 7 land status map). A large area of more than 860 ha has not been gazetted as reserve land. It 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. The area includes much of the Waipapa and Hape Stream catchments and has very high natural values. This latter undesignated area, together with several classified scenic, historic and local purpose reserves adjacent to the coast, is known as 'Te Kopahou Reserve', as shown in the Te Kopahou Reserve map. The Reserve area comes within the scope of the *South Coast Management Plan 2002 (SCMP)*. A minor review of that plan will be required to remove the reserve from its scope. 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.

North of the Te Kopahou Reserve area, within the landfill designation, are three landfills.

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 if waste reduction measures and potential advances in technology reduce waste volumes. 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. The C&D landfill designation area also allows for expansion into the adjacent gully. Remedial planting that was done under the earlier consent will be covered over. 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. Adherence to consent conditions and minimising the potential effects on nearby recreational use is important.

The privately-run *T & T landfill* is in the next valley north of Carey's Gully, partly on leased Council land. It will run for about another five years before reaching capacity. It would then become available for public open space but is likely to be for suburban reserve use. Therefore, it is not proposed to include it in the Outer Green Belt reserves.

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 within the Te Kopahou Reserve (i.e. 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.

#### 6.7.2.2 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:** raised in the 1848 and 1851 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 Makarā Peak.

As the maps show the majority of this sector is registered as a permanent forest sink, a use that is compatible with managing 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 Weevil<sup>44</sup>**

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.

**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 under the Capital Kiwi vision

Source: <sup>44</sup> <https://blog.tepapa.govt.nz/2015/11/20/speargrass-weevils-thriving-on-mana-island/>

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.

### 6.7.2.3 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 scree 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 Makarā 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 and restoration planting has continued, totalling some 14,000 plants between Te Hape Stream and Rimurapa / Sinclair Head. However, the stability of the quarry faces in an earthquake is uncertain and the planting outcomes need review. 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.

#### 6.7.2.4 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 interest<sup>45</sup>. 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.

#### 6.7.2.5 Recreation and access

This sector is a popular destination both locally and for visitors to Wellington:

<sup>45</sup> *Hape Stream Dam, Future Options* (2007). Prepared for Wellington City Council by Parks & Open Spaces Ltd.



- 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 shoreline, beyond the Te Kopahou Visitors' Centre at the end of Ōwhiro Bay Road, 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:* A number of issues are associated with the unpaved legal road along the coast. Issues include: incompatibility between walkers, mountain bikers and drivers of motorised vehicles including motorbikes; vehicles unsuited to the unformed surface getting stuck; vehicle damage to vulnerable coastal ecology; effects of coastal erosion; and risk of rock fall from the unstable 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. 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 public holidays. Other options include restricting vehicle use for more days a week but that option would significantly impede access for the people who regularly go further around the south coast beyond the marine reserve for fishing and food gathering and people who otherwise might not be able to reach the seal colony at Red Rocks. 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 enforcement of shared use rules is proposed and options to increase vehicle closure times to public holidays and night-time will be explored. Night-time closure could be managed with an electronic gate that would allow access by permit to property owners beyond the gate (e.g. bach owners) and allow other vehicles to exit the road after dark. In the longer term, the viability of maintaining a route suitable for private vehicle use is likely to be increasingly doubtful due to the effects of climate change.

*Tracks and access.* 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. There could be potential to improve the existing track network with some loop route connections and opportunities for people to explore from the shore up Hape Stream to discover the hidden valley there. 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.

*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. While a route and tramping hut site within the Outer Green Belt is one option, a longer route around the coast to the Terawhiti hill country and Makarā coast is another, which could involve private landowner partnership and provision for overnight stays.

#### 6.7.2.6 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 in recent years have included botanical surveys, track building, restoration planting, rubbish clean up 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.

Pic here of 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.
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### 6.7.3 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.)

<b>6.7.3.1 Land administration</b>		
<b>Land status</b>		
163. 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
164. Protect as much of the slopes above the landfill in Carey's Gully as possible, as a key area of regenerating coastal forest linking the coastal area of Te Kopahou with Polhill Reserve and Zealandia.	E	ongoing
<b>Licenses and rights of way</b>		
165. 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
<b>6.7.3.2 Nature</b>		
<b>Caring for Nature</b>		
166. 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
167. 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
168. 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
<b>Streams</b>		
169. 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
170. 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 6.7.3.4 (7) also).	N	1-2 yrs
171. Map all known seepages in the landscape and encourage restoration planting where appropriate to restore these habitats	N	3-5 yrs
<b>Indigenous flora and planting</b>		
172. 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

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173. 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
174. Continue restoration planting of key threatened, or locally significant species, with continued community group funding/operational assistance.	Ex	1-5 yrs
<b>Wildlife</b>		
175. 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
<b>Weeds and pest animals</b>		
176. Verify 2017 vegetation mapping for Te Kopahou to inform improvements in weed threat management of key habitat types.	N	1-2 yrs
177. 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
178. 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
<b>Ecological values on private land</b>		
179. Conduct a feasibility and cost benefit analysis for installing and maintaining a boundary fence to exclude feral animals (such as goats and pigs) from neighbouring rural properties. If shown to be viable seek funding	N	1-2 yrs
180. Support willing neighbouring landowners adjoining Te Kopahou Reserve to assist with trapping and other methods of pest animal and weed control.	Ex	ongoing
181. Work with neighbours to protect biodiversity values, such as threatened plants e.g. through education, fencing.	N	ongoing
182. 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
<b>Research</b>		
183. Conduct a survey of spear grass beetles to evaluate the current population and put in place appropriate measures of protection.	N	1-2 yrs
184. 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 6.7.3.3 (1) also).	N	3-5 yrs
185. Re-do the photo points taken (1998) around the coast to record the effects on the shore vegetation after implementing the policy to limit 4WD vehicles to the formed coast road <sup>46</sup> .	E	1-2 yrs

<sup>46</sup> Report: *Scientific Study of Vehicle Impacts on Wellington's South Coast* (Oct 1998), Harrison Grierson Consultants Ltd.

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186. 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
187. Continue to support research into the factors limiting the dispersal of threatened or locally significant bird species from Zealandia such as tieke, kākārīki, and toutouwai.	Ex	1-2 yrs
188. Encourage and enable research to improve knowledge of this natural landscape.	Ex	3-5 yrs
<b>6.7.3.3 Landscape and land use</b>		
<b>Landscape management</b>		
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 6.7.3.2 (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 6.7.3.2 (7) also).	N	1-2 yrs
<b>6.7.3.4 Culture and Heritage</b>		
<b>Protection and restoration of sites and features</b>		
189. Investigate, in consultation with mana whenua, how best to manage sites of significance e.g. pā sites	E	ongoing
190. Maintain vegetation around the historic features and structures to protect them from damage and, where appropriate, maintain views.	E	ongoing
191. 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.	N	ongoing
192. 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.	E	ongoing
193. Work with Heritage New Zealand to manage sites in this sector listed in the Heritage New Zealand register of historic sites.	N	ongoing
194. 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: • 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
195. Allow the Hape Stream dam to deteriorate over time subject to periodic checks of	N	ongoing



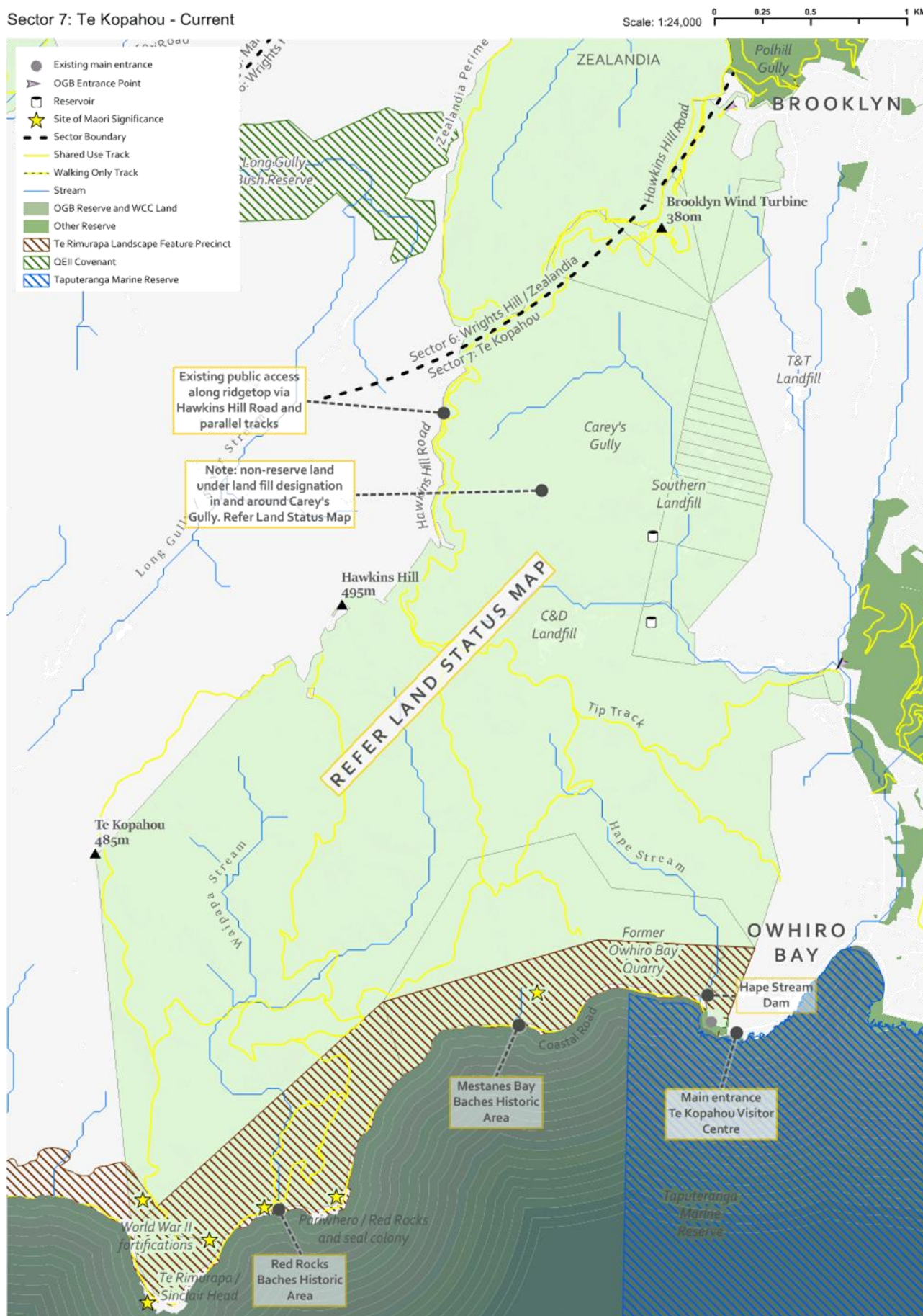
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its stability for public safety (see 6.7.3.2 (5) also).		
<b>Interpretation</b>		
196. Develop interpretative material in a variety of media about cultural and heritage features and history in this sector, as resources permit and within the overall Outer Green Belt interpretation planning (see general policy 4.5.3.2 and 4.6.3.7); 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
<b>6.7.3.5 Recreation and access</b>		
<b>Recreational activities</b>		
197. Encourage visitors, by way of onsite, brochure and digital information, to keep to tracks to avoid damaging the fragile ecology in Te Kopahou.	N	ongoing
<b>Track network</b>		
198. 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"> <li>consider the more remote, rugged landscape character of the Te Kopahou area as a setting for recreation;</li> <li>minimise short and long-term impacts;</li> <li>avoid sites of high ecological value.</li> </ul>	N	1-2 yrs
199. 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 in the preceding action for the duration of this Plan.	N	Ongoing
200. 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: <ul style="list-style-type: none"> <li>a) planning;</li> <li>b) implement physical upgrades.</li> </ul>	N N	1-3 yrs 3-5 yrs
201. Continue to close the coast road to vehicle use on Sundays and increase park ranger and volunteer warden patrols throughout the week to enforce speed limits and promote respectful shared use behaviour.	Ex	ongoing
202. Investigate with the community the option of closing the coast road to vehicle use on public holidays.	N	1-2 yrs
203. Investigate closing the coast road to private vehicle use during night-time hours except by permit, subject to consultation with the community and feasibility.	N	1-2 yrs
204. 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,	N	1-2 yrs

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including a review of the existing warning signage.		
<b>Track Maintenance &amp; development</b>		
205. 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
206. Ensure stream crossings are either fords at grade (wet-feet crossings) or built over water courses with no use of culverts.	E	ongoing
<b>Entrances, facilities and way finding</b>		
207. 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
208. Assess the feasibility of developing a parking area off Ōwhiro Road with access to the Tip Track and, if feasible, implement.	N	5-10 yrs
209. 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
<b>Way finding</b>		
210. Continue to update the wayfinding signage to help guide visitors on the track network.	E	ongoing
211. 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
<b>6.7.3.6 Community</b>		
212. 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.	Ex	1-2 yrs
213. Where appropriate engage visitors with the special natural values of Te Kopahou and the efforts and challenges required to protect and restore that landscape.	N	3-5 yrs
214. Where possible 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.	Ex	ongoing
215. Establish and maintain long-term partnerships with any tourism operators associated with this sector (e.g. proposed zip-line) to contribute to long-term ecosystem protection and enhancement.	N	ongoing

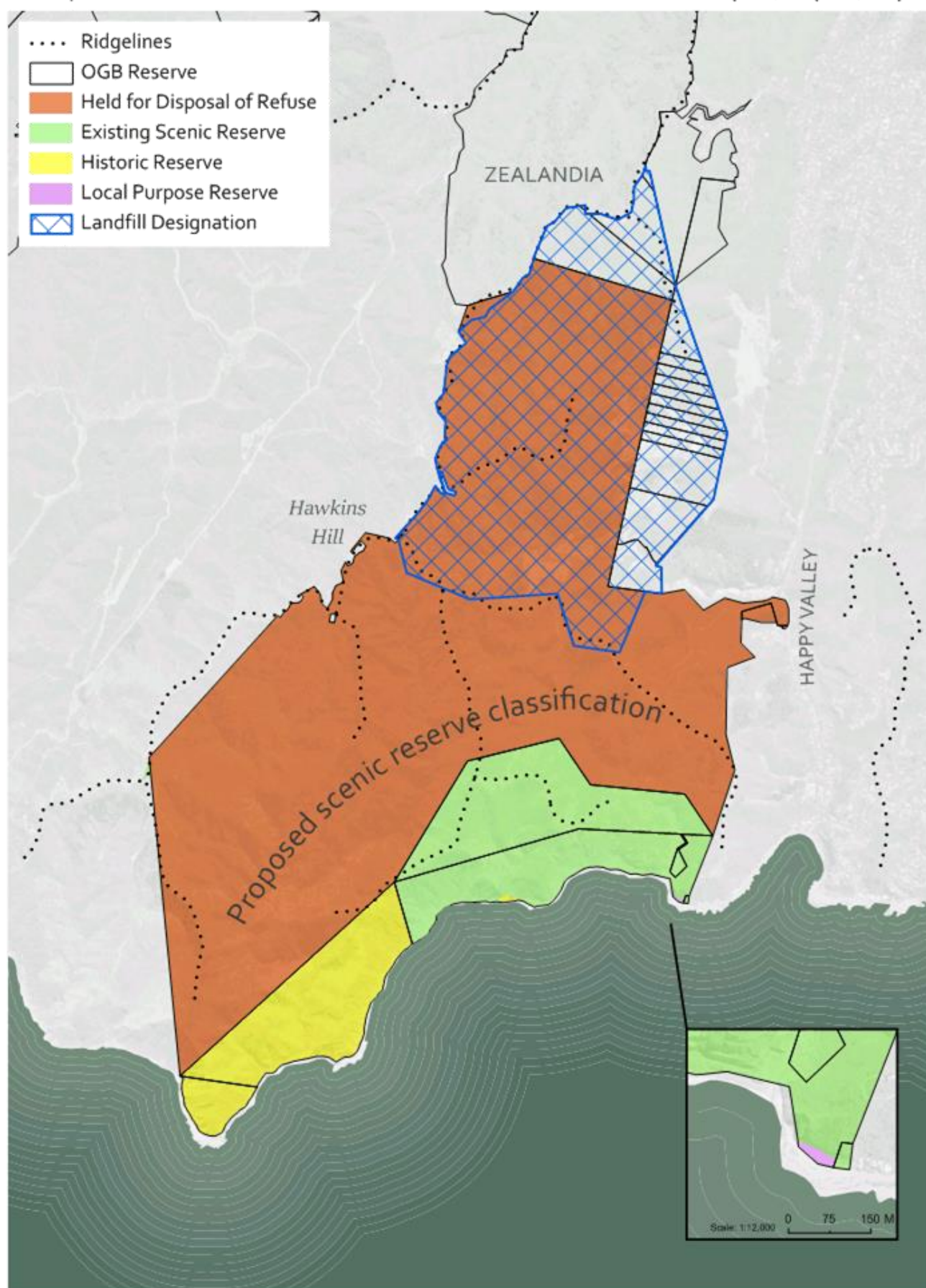
Sector 7: Te Kopahou - Current



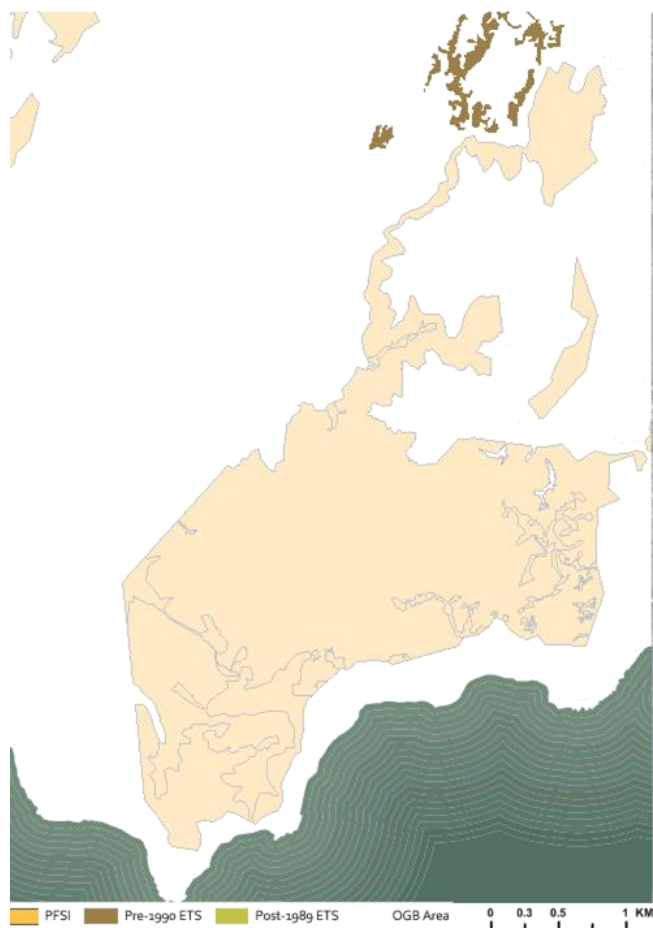


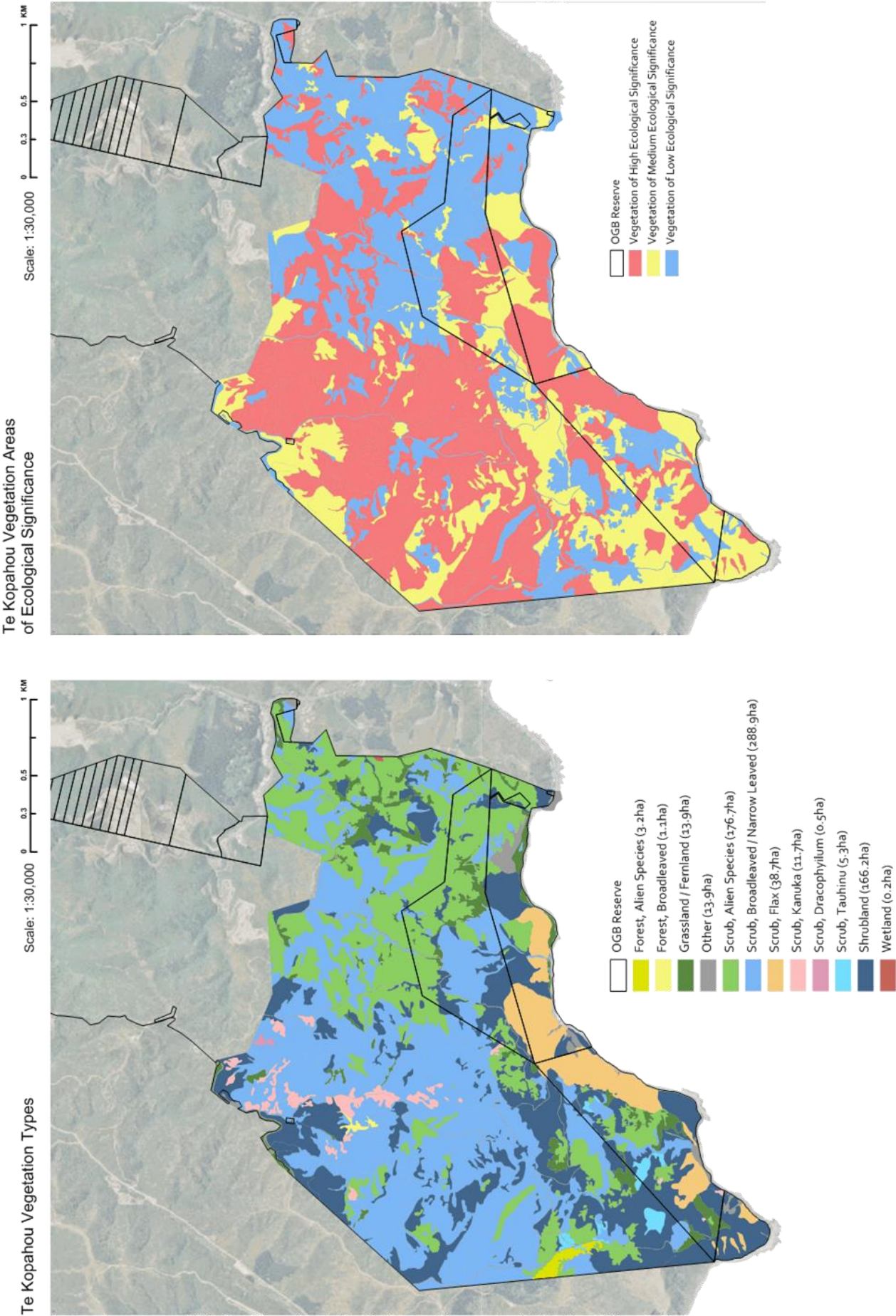
Te Kopahou Land Status

Scale: 1:40,000 0 0.3 0.5 1 KM



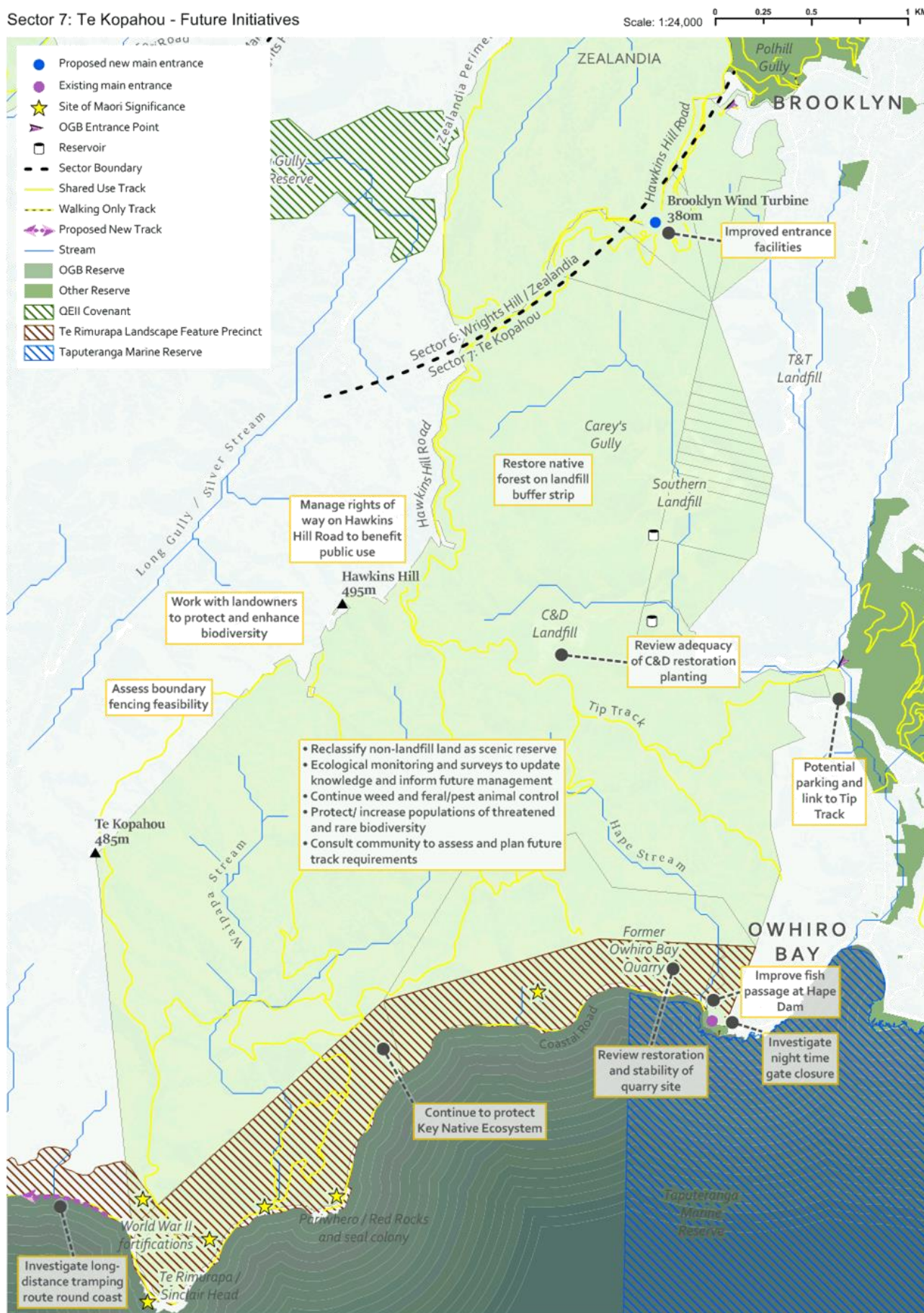


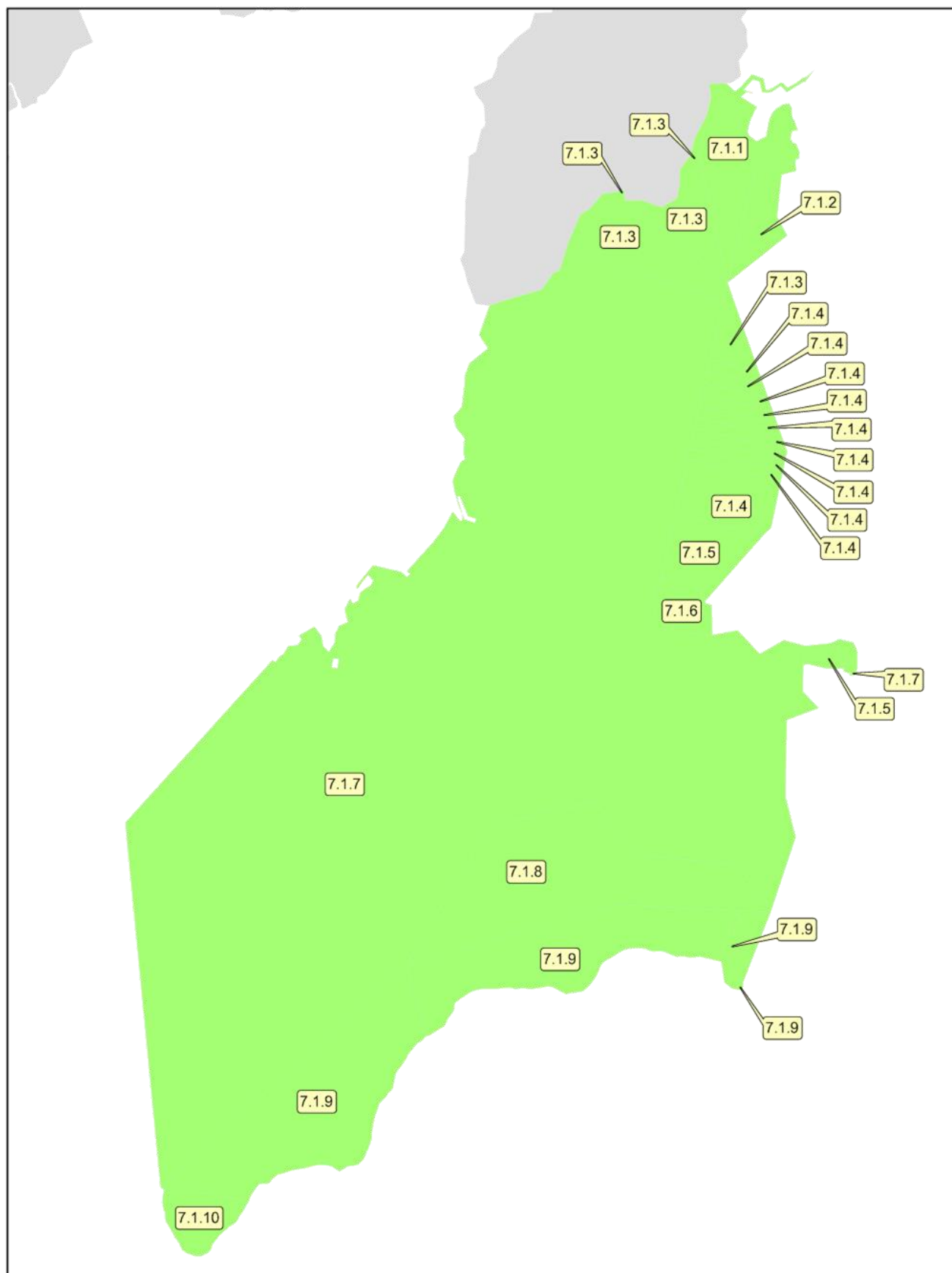






**Sector 7: Te Kopahou - Future Initiatives**





Sector 7: Te Kopahou

- OGB Parcel
- Other OGB Parcel

0 325 650 1,300 Metres  
Scale: 1:25,000



Management Area	Site Name	Mapping Reference	WCC Site number	Legal Description	CT Reference / Parcel Id	Land Area Reserve	Land Area Reserve Description	Gazette Reference	District Plan Zoning	Notes	Actions needed
Sector 7 Te Kopahou	Carey's Gully	7.1.1	2350	Lot 197, DP 86200	53D/837	25.4755 ha	Scenic Purposes (b)	GN 956/291.3	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 Transfer B602156.5. Subject to right of way in Easement Certificate B608354.11. Subject to electricity conveyance, telecommunications and gas supply easements in gross in Transfers B608354.19, 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 956/291.3	Open Space B	Subject to the Reserves Act 1977, B614527.1 Resolution under Section 321(3)(b) 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 Transfer B602156.8. Band land covenant in Transfer B602156.8.	
	<b>Southern Landfill</b>	7.1.3	1081	PT Sec 4, 5, and 6 Upper Kaiwharohara District and PT Sec 17 Owhiro District	20C/479	37.3846 ha	Sanitary Works (disposal of refuse).		Open Space B, Conservation, Open Space B, 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 Subdivisions 15,16, and 17 of Sec 21 Owhiro District and PT 14 of Sec 19 and 21 Owhiro 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, 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.
		7.1.5	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 A03194 (CT 515/31). B.496009.1 Transfer 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 26098	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 Area	Site Name	Mapping Reference	WCC Site number	Legal Description	CT Reference / Parcel Id	Land Area Reserve	Gazette Reference	District Plan Zoning	Notes	Actions needed
		7.1.7	1081	Lot 1 DP 29398 and Lots 1 and 2 DP 29742	21D612 Pt	769.6713 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 (or Relieve 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 map) is mostly within the Outer Green Belt concept area but is managed under the South Coast Management Plan. Includes Māori Heritage Site M41	Propose survey the area and protect the southern portion as scenic reserve – south of the Tin 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 3A		
		7.1.9	2327	Lot 1 26786 Pt Lot 1 DP 26902 and Lots 1 and 2 DP 10394		55.33 ha Scenic Reserve		Conservation 3A, Open Space B and Outer Residential	Includes Rimurapa Landscape Feature Precinct and Māori Heritage Sites M43	Re zone all Conservation
		7.1.10	1945	Lot 1 DP 288121		65.5985 ha Historic Reserve		Conservation 3A	Includes Rimurapa Landscape Feature Precinct and Māori Heritage Sites M44 and 45	
		7.1.11	1086	Sec 100 Terawhiti District		10.472 ha Historic Reserve		Conservation 3A	Includes Rimurapa Landscape Feature Precinct and Māori Heritage Sites M43	

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## PART 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 Makara High, 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 Owhiro Bay north to Porirua City for "future extension of the Town Belt".<sup>47</sup></p>
1978	<p>Eight objectives, including:</p> <ul style="list-style-type: none"> <li>• protect bush-clad hillsides, soils, wildlife and open space</li> <li>• preserve land for public recreation</li> <li>• improve and enhance the rural landscape near urban areas</li> <li>• protect the natural features of the landscape as a scenic and recreation amenity, particularly the skyline ridges.</li> </ul>
1983 & 1985	<p>Acquisition of 'Outer Town Belt' lands endorsed with priority given to the lands behind Ōtari-Wilton's Bush and Ngaio. Some areas were already in Council ownership, such as Khandallah and Johnsonville Parks, Ōtari-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"> <li>• fulfilling the functions of structuring suburban growth</li> <li>• protecting the significant landscape of the skyline behind the suburbs of Karori, Ngaio, Khandallah and Johnsonville</li> <li>• providing a buffer between residential and rural land and ultimately the provision of land for informal recreation, mainly as a skyline walkway.</li> </ul> <p>Land acquired at Makara Peak, Wrights Hill, Karori Reservoir (now Zealandia) and Ōtari-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>

<sup>47</sup> WCC archives: 00001:1905:50/830 Pt 3, Town Belt (general file), (Deed 188), 1970-1974.



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	Land acquired on the flanks of Mt Kaukau, on the hilltops above Ōtari-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 Ōtari-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 (see Part x) 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 Makarā 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: SUMMARY OF SITES REQUIRING CLASSIFICATION UNDER THE RESERVES ACT

## Sites requiring classification under Section 14 of the Reserves Act (1977)

Site Name	Mapping Reference	Legal Description	CT Reference / Parcel Id	Land Area	Proposed Classification	Reasoning
<b>Sector 1: Te Ngahere-o-Tawa / Redwood (map 1)</b>						
Spicer Forest	1.2.1	Lot 3 DP 77503	WN44B/130	20.1780 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Spicer Forest	1.2.2	Pt Lot 2 DP 54371	WN42A/298	36.4205 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Te Ngahere-o-Tawa	1.3.1	Lot 1 DP 67858	WN42A/297	13.22 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Te Ngahere-o-Tawa	1.3.2	Pt Lot 1 DP 9786, Pt Lot 1 DP 24716 and Pt lot 35 DP 24478	WN42A/297	23.5870 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
<b>Sector 4: Chartwell / Karori Park (map 1)</b>						
Kilmister Tops	4.1.1 – 4.1.3	Secs 54, 56, Pts Sec 52 & 58 Makara District shown as part of the land on Plan A3196 & Lot 1 DP 5398	WN287/283	194.5147 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values

**APPENDIX III: SUMMARY OF SITES REQUIRING CLASSIFICATION UNDER THE RESERVES ACT**

Site Name	Mapping Reference	Legal Description	CT Reference /Parcel Id	Land Area	Proposed Classification	Reasoning
<b>Sector 5: Makara Peak</b>						
Makara Peak	5.1.10	Lot 12 DP 82980	49C/578	4.8487 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Makara Peak	5.1.18	Sec 1 SO 37211	46C/762	106.21 ha	Partial Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
<b>Sector 6: Wrights Hill / Zealandia (map 2 )</b>						
Zealandia buffer	6.2.3	Lot 3 DP 313319	6590102	0.3889 ha	Scenic b Reserve	To protect: Ecological values – Buffer zone to Zealandia regenerating native vegetation, ecological connectivity; and Landscape values
Zealandia buffer	6.2.11	Lot 4 DP 313319	6590103	0.6748 ha	Scenic b Reserve	To protect: Ecological values – Buffer zone to Zealandia regenerating native vegetation, ecological connectivity; and Landscape values
<b>Sector 7: Te Kopahou</b>						
Te Kopahou	7.1.7	Lot 1 DP 29398 and Lots 1 and 2 DP 29742	21D/612 Pt	789.6713 ha	Partial Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values



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Site Name	Mapping Reference	Legal Description	CT Reference / Parcel Id	Land Area	Proposed Classification	Reasoning
<b>Sector 2: Ōwhāriu Ridge</b>						
Stebbings Reservoir	2.1.1	Lot 2 DP 470218	640885	1.9610 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Stebbings Reservoir	2.1.3	Lot 1 DP 470218	640884	0.1587 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Churton Park Reserve	2.1.5	Lot 20 DP 399583	408295	6.6862 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
<b>Sector 3: Kaukau (map 2)</b>						
Khandallah Park - 55 Baroda Street -	3.3.19	Lot 1 DP54207	27C/64	0.1167 ha	Scenic a Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
<b>Sector 3: Kaukau (map 3)</b>						
Skyline/Huntleigh Park	3.4.16	Lot 133 DP 515093	814279	2.7582 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values

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Site Name	Mapping Reference	Legal Description	CT Reference /Parcel Id	Land Area	Proposed Classification	Reasoning
Skyline/Huntleigh Park	3.4.17	Lot 134 DP 521726	827941	6.8483 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
<b>Sector 4:Chartwell / Karori Park (map 1)</b>						
Wilton's Bush Reserve (part lan Galloway park)	4.1.21	Lot 5 DP 64470 and Lot 9 DP 84537	WN52A/734	9.8743 ha	Scenic a Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
<b>Sector 4: Chartwell / Karori Park (map 3)</b>						
Johnston Hill – 58B David Crescent	4.2.9	Lot 2 487870	698665	0.3996 ha	Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
<b>Sector 4: Chartwell / Karori Park (map 4)</b>						
Karori Park	4.3.7	Lot 76 DP 9628	416/51	0.9611 ha	Reclassification Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Karori Park	4.3.10	Pt Sec 41 Karori District	153/281	11.0474 ha	Reclassification part Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Karori Park	4.3.11	Pt Sec 41 Karori District	153/97	11.0492 ha	Reclassification part Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values

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## Sites requiring reclassification under Section 24 of the Reserves Act (1977)

Site Name	Mapping Reference	Legal Description	CT Reference / Parcel Id	Land Area	Proposed Classification	Reasoning
<b>Sector 3: Kaukau (map 2)</b>						
Khandallah Park – 58 Simla Crescent	3.3.25	Lot 4 DP 44554	24A/77	0.1235 ha	Reclassification Scenic a Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
<b>Sector 3: Kaukau (map 3)</b>						
Skyline / Huntleigh	3.4.12	Lot 2 DP 81286	WN47C/980	12.5003 ha	Reclassification Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Skyline / Huntleigh	3.4.15	Lot 47 DP 435196	531993	3.6768 ha	Reclassification Scenic b Reserve	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
<b>Sector 4: Chartwell / Karori (map 4)</b>						
Karori Park	4.3.7	Lot 76 DP 9628	416/51	0.9611 ha	Reclassification Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
<b>Sector 6: Wrights Hill / Zealandia (map 1)</b>						
Wrights Hill – 48 Landsdown Road, Karori	6.1.8	98 DP 77320	533280	0.02 ha	Reclassification Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values

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Site Name	Mapping Reference	Legal Description	CT Reference /Parcel Id	Land Area	Proposed Classification	Reasoning
Wrights Hill	6.1.11	Pt Sec 41 Karori District	No CT	28.3590 ha	Reclassification Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity, and Landscape values
Wrights Hill	6.1.12	Sec 17 Upper Kaiwharawhara District, S.O. Plan 34500	No CT	8.866 ha	Reclassification Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity, and Landscape values
Wrights Hill	6.1.13	Secs 13 & 14 Upper Kaiwharawhara District, S.O. Plan 34500	WN41A/292	0.3705 ha	Reclassification Historic	To protect: Historic values – Wrights Hill WWII Gun Emplacement, and underground tunnels, Ecological values – regenerating native vegetation, ecological connectivity, and Landscape values
Wrights Hill / Zealandia	6.1.17	LOT 97 DP 303660	No CT	0.07 ha	Reclassification Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity, and Landscape values



Draft Outer Green Belt Management Plan 2018

## APPENDIX I. PHOTO MONTAGES – THE OUTER GREEN BELT IN 2004 AND 2018

[PLACE HOLDER ]

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Karori Park	4.3.7	Lot 76 DP 9628	416/51	0.9611 ha	Reclassification Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Karori Park	4.3.10	Pt Sec 41 Karori District	153/281	11.0474 ha	Reclassification part Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
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Wrights Hill	6.1.11	Pt Sec 41 Karori District	No CT	28.3590 ha	Reclassification Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Wrights Hill	6.1.12	Sec 17 Upper Kaiwharawhara District, S.O. Plan 34500	No CT	8.866 ha	Reclassification Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Wrights Hill	6.1.13	Secs 13 & 14 Upper Kaiwharawhara District, S.O. Plan 34500	WN41A/292	0.3705 ha	Reclassification Historic	To protect: Historic values – Wrights Hill WWII Gun Emplacement, and underground tunnels, Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values
Wrights Hill / Zealandia	6.1.17	LOT 97 DP 303660	No CT	0.07 ha	Reclassification Scenic b	To protect: Ecological values – regenerating native vegetation, ecological connectivity; and Landscape values







### 3. Monitoring

## QUARTER ONE REPORT 2018/19

### Purpose

1. The purpose of this paper is to:
  - a) present the first quarterly (Q1) report (the report) for the 2018/19 financial year; and
  - b) explain the current and subsequent content, focus and presentation developments for future quarterly reports.
2. The Q1 report is for the period 1 July to 30 September 2018.

### Summary

3. Quarterly reports cover non-financial and financial operating performance. They include highlights, achievements, key project progress, performance against targets and budgets for the quarter. The report is enclosed as **Attachment 1**.
4. This report incorporates for the first time the new KPI framework (the framework) introduced in the 2018-28 10-year plan. The development of the framework included considerable input from Council.
5. Many of the 257 KPIs in the framework are new or significantly different from the past. They require a complete reset of data, (e.g. to established targets), calculation guidance, collection procedures etc. The KPI framework also includes a suite of 60 high-level 'state of the city' trend indicators to profile how the city is changing.
6. During the year we will continue to re-set, bed-in and fine tune the whole KPI framework with the wider business and Council. This development work, coupled with the recent rephrasing of the pre-end of year Council agenda, have meant that this report is being considered by Council outside of the planned quarterly reporting cycle.
7. The Q1 report contains significant developments in the report's content and presentation which will be continued throughout the year. Presentation developments include an expanded introduction, dashboard style performance snapshots (in the Executive summary), reporting of significant key variances by exception and the expanded use of status indicators ('traffic lights') for KPI results.
8. Explanations for any material budget and KPI variances during the quarter are provided in the detail sections (Sections 1, 2) of the report. The report Appendices contains detailed KPI and budget performance information for all KPIs in each of the Council's activity areas. Where possible this includes forecast results for the next quarter.
9. Further report developments in the coming year include next quarter progress forecasts and risks for key project projects in the 10-year plan, further development of targets and, high-level 'state of the city' profiles. All these developments are to support Councillors in their governance role.
10. For Q1, the Council has achieved (i.e. met, substantially achieved or exceeded - within 10% of target) 88% or, 81 of the 92 non-financial KPIs that have an available Q1 result.

At a consolidated level, the forecast full year net operating surplus is \$1.6m less than the budgeted surplus of \$13.495m. This is driven by unfavourable forecast variances in Personnel expenses of \$2.0m (from the expected increase to the budgeted vacancy loading) and lower revenue of \$0.8m from operating activities (due to forecast Parking revenue being under budget).

## **Recommendation/s**

That the City Strategy Committee:

1. Receives the information;
2. Notes the contents of the 2018/19 Quarter one report;
3. Approves the 2018/19 Quarter one report.

## **Background**

11. This is the first quarterly report incorporating the new KPI framework introduced as the 2018-28 10-year plan. The new framework has provided an opportunity to further develop the focus, content and presentation of the quarterly report to support the Council in its governance role.
12. Many of the 257 KPIs in this report are new or significantly different from the past and have requiring a complete reset of data, (e.g. to established targets), calculation guidance, collection procedures etc. The KPI framework also includes a suite of 60 high-level 'state of the city' trend indicators to profile how the city is changing. The presentation of these trends in a meaningful and easy to read way is currently being developed.

## **Discussion**

13. Many of the 259 KPIs are significantly different from the previous year. They therefore require new data sets, calculation guidance, collection procedures, and validation of targets. We are working with the business on developing this reporting infrastructure in the coming quarters.
14. In addition, many of the KPIs are also measured annually with data being gathered at different times of the year in a variety of ways. Establishing consistent KPI data sets is a key part of providing a sound basis for the fine-tuning of KPI targets.
15. The overall presentation of information in this quarterly report has been further developed to support an increasing focus on the exception and forward focused reporting. The aim is to ensure a focus on material key KPI and budget changes (or variances) for the quarter and enable a discussion on what is important as opposed to the detail. Explanations for material budget and KPI variances (e.g. more than 10% of target) are provided in the detail sections of the report (Sections 1-3).
16. Specific presentation developments include an expanded introduction, dashboard style performance snapshots (Executive summary) and the expanded use of status indicators ('traffic lights') for KPI results.
17. The Appendices to the report contain detail of all quarterly KPI (Appendix 1) and budget (Appendix 2) performance in each of the Council's seven activity areas. Where possible this includes forecast results for the next quarter.

18. Appendix 1 also indicates those KPIs have targets that are either annual, or are yet to be developed. KPIs with no targets are shown as 'baseline' meaning that as they are new and more data to determine a valid target over the coming quarters.
19. Overall, this report includes the full set of KPIs in the new framework as a starting point. In subsequent quarterly reports we could include these KPIs only as the data becomes available should councillors want to reduce the overall volume of Appendices.

## **Future quarterly report developments**

20. In the coming quarter we continue the above report developments which will include:
  - include next quarter forecasts and risks for key project projects in the 10-year plan
  - further development of KPI targets; and
  - the inclusion of 'state of the city' profiles.
21. All these developments are to support Councillors in their governance role

## **Quarter 1 performance**

### *KPI performance Q1*

22. For quarter 1 Council has achieved (being met, exceeded or substantially achieved within 10% of target) 89% or, 86 of the 97 non-financial KPIs that have an available Q1 result. Any significant variances, greater than 10% favourable or unfavourable, are explained in Section 1 of the quarterly report.

### *Financial performance Q1*

23. Section 3 details financial performance for the quarter. Overall, year-to-date total revenue is below budget by \$1.316m. Revenue from operating activities is \$0.8m lower than budget which is largely due to lower Parking revenue (\$1.3m) from the late implementation of the weekend parking fee, lower fines and penalties revenue. This is offset by additional revenue for contaminated/special waste disposal from city and regional projects \$0.6m (this favourable variance is in an operating area that is ring-fenced).
24. Other revenue is \$0.7m **lower** than budget mainly due to lower revenue from NZTA for capital projects (timing).
25. Year-to-date total expenses are under budget by \$4.822m. This is due to:
  - depreciation and amortisation is \$2.8m are under budget. This is a timing difference only at this stage of the year; and
  - general expenses are \$1.8m under budget mainly due to lower rent as a result of the delay in moving Council staff to alternative office accommodation on the Terrace.

### *Capital expenditure*

26. Capital expenditure for the first three months of the financial year is \$13.810m. The latest full year forecast capital expenditure position includes the following reprogramming of capital expenditure in 2018/19 as a result of delays in the:
  - Newtown and Aro Valley community centre upgrade programmes - \$4.0m forecast underspend
  - Town Hall earthquake strengthening project - forecast deferral \$8.0m



## CITY STRATEGY COMMITTEE

13 DECEMBER 2018


Absolutely Positively  
**Wellington** City Council  
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- Cycleways programme - \$5.4m forecast deferral - and delays in the Ngaio Gorge works programme - \$3.4m deferral; and
- the workplace efficiency programme - forecast underspend of \$2.5m.

### *Compliance with Treasury Policy*

27. As at 30 September 2018 all of the core policy requirements were achieved.

## Attachments

Attachment 1. 2018-19 Quarterly report (Q1) [↓](#) 

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Authors	Bronwen Green, Senior Advisor, Planning and Reporting Lloyd Jowsey, Team Leader, Planning and Reporting
Authoriser	Baz Kaufman, Manager Strategy Kane Patena, Director, Strategy and Governance Andy Matthews, Chief Financial Officer

**Absolutely Positively**  
**Wellington City Council**  
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## **DRAFT Quarterly Performance Report**

Quarter One 2018/19 year  
(1 July 2018 - 30 September 2018)

This report provides a summary of Wellington City Council's (the Council) operating performance for the relevant quarter of the 2018/19 financial year.

Quarterly reports reflect the Council's current 10-year plan, annual plans and the Mayor and Councillors' 3-year (triennium) work programme. These documents are published on the Council's website ([www.wcc.govt.nz](http://www.wcc.govt.nz)). Volume 1 of Our 10-year Plan has full details on our outcome indicators, performance measures and strategic priorities and supporting key projects

Our 10-year Plan 2018-28 updated the Council's 2015 performance framework and this report is the first quarterly report against the updated framework. The update resulted in changes to a majority of measures in each activity area. This means that most of the updated measures are not comparable with 2017/18 results. We expect that during the 2018/19 financial year some measures, targets, data and data collection will be fine-tuned as part of their operational bedding-in. Throughout 2018/19 we will also continue to develop the content and presentation of this report.

From quarter two 2018/19 this report will include a 'snapshot' of selected city wide information or trends that are of interest at the time. While what is of interest at the time may change between quarters, the aim is to provide a high level 'snapshot' of how the city is changing. This is referred to as the 'state of the city' snapshot and includes (for example) city wide census and annual outcome information. This information is more medium to long-term in nature and less likely to change during the year. The latest census data is expected about April 2019. Changes to the 'state of the city' will therefore be reported as on-going trends over time. 'State of the city' snapshots also complements our Annual Report which includes year-on-year outcome indicators for monitoring progress towards our long-term community outcomes.

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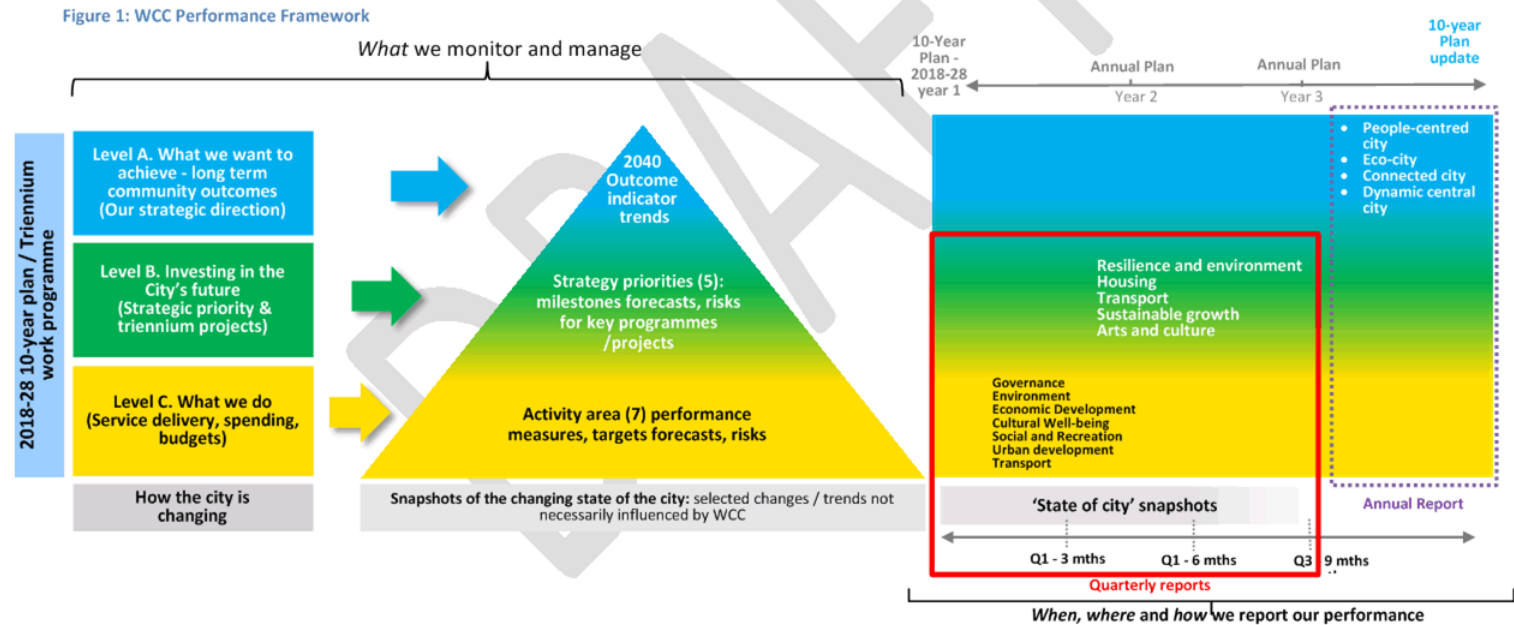
Introduction: What we report

Quarterly reports focus on operating performance i.e. levels B and C in our Performance Framework (Figure 1 below). This includes commentary on what we did, key project progress, material changes in performance measures (KPIs) and budgets, forecasts and any risks / issues that may influence future performance.

Forecasts are the expected results for the next quarter. They are an informed view of conditions (e.g. seasonality) that may influence future performance (or results).

Exception reporting

Quarterly results are reported by exception and include KPI, achievements and budget performance. As the year progresses we include prior quarter(s) performance for comparison.





## How to read this report

### What's being reported?

This report explains:

- a) progress for our significant and key projects in Our 10-year plan
- b) performance KPI targets and budgets, key achievements, challenges /risks and where possible, next quarter forecasts in each of our seven activity areas
- c) consolidated financial performance; and
- d) from quarter two 2018/19 - trends on how Wellington is changing.

The aim is to inform three key questions:

- Are we tracking as expected?
- What are we expecting to achieve in the next quarter?
- Is our response to challenges sufficient to mitigate any undesirable impacts?

### What information do we include?

In general the information in the report covers relevant financial and non-financial information relating to operating performance. Activity area KPIs in general, cover quantity, quality, timeliness and cost.

### Structure of this report

The introduction explains how this report fits with the Council's Performance Framework (Figure 1) as well as on-going monitoring and reporting. First-time readers of the report could start here.

Next, the Executive Summary provides an overview (or 'snapshots') of performance for the quarter - drawing on the information in the following sections and appendices

Sections one and two contain details on:

- financial and non-financial performance (by exception) for each of the Council's seven key strategy areas (Section 1)
- Consolidated financial performance and for the Council as a whole (Section 2).

Those more familiar with the report could start with these sections.

Appendices contain detailed information on KPI performance and budgets for the quarter.

### How we rate status

To decide what is significant and therefore what to focus on in this report we use the status definitions:

Indicator	Definitions		
	Project progress	Budgets	Performance measures (KPIs)
Blue	The project is ahead of its timeline		Target exceeded by >10%
Green	The project is / will remain on track	Year to date spend is within 10% of budget (on track)	Target met - within plus 10% of target
Amber	The project progress is at risk of being delayed	Year to date is within 10-15% of budget	Target mainly met < 10% under target
Red	The project is significantly off-track, intervention is underway	Year to date spend is less or greater than 15% of budget	Target not met > 10% under target

### Reporting by exception

In general, items with a status of blue, amber or red are reported first (or by exception) in sections 1 and 2. In general, our approach in this report is to focus on over and/or under performance (or by 'exception'). The blue dot indicates over performance and the red or amber dot indicates under performance. Using a range allows for seasonal changes in performance.

### Performance data

All information is current as at the end of the quarter. A number of KPI results are gathered annually e.g. from an annual residents monitoring survey. We have identified these in Appendix 1.

All performance measure data for the full financial year is published in the Council's Annual Report.

QUARTER SUMMARY	SECTION 1: ACTIVITY AREA PERFORMANCE	SECTION 2: FINANCIAL PERFORMANCE	APPENDICES
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Executive Summary - Quarter 1 Performance Snapshots

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Snapshot (c) - Summary of KPI and budget results	8

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## Snapshot (a) - Summary of key headlines

Page numbers refer to detailed information in Sections two and three or Appendices.

<b>Governance</b>	<ul style="list-style-type: none"> <li>We continued to develop the Council's Māori and mana whenua partnerships - taking part in Te Wiki o te Reo Māori working group.</li> <li>We completed the Annual Report and started work on the 2019 /20 Annual plan</li> <li>All performance measures with an available result were either on track or had exceeded target</li> <li>The operating expenditure budget was on track. There was with no capital spending during the quarter</li> </ul>	10
<b>Environment</b>	<ul style="list-style-type: none"> <li>Work included activity in parks, beaches and open spaces, conservation attractions, waste reduction and energy conservation. Three waters activity focused on strengthening existing assets and infrastructure including the completion of a number of potable water, wastewater and stormwater upgrade and renewal projects</li> <li>37 out of the 40 performance measures with an available result were exceeded, met or mainly met target at the end of the quarter</li> <li>The operating expenditure budget was on track and the capital budget was overspent</li> </ul>	13
<b>Economic development</b>	<ul style="list-style-type: none"> <li>A busy quarter with two All Black tests, record sales for Visa Wellington on a Plate and World of WearableArt, a quarterly record of 140 film permits issued, the start of the GovTech Lightning Lab accelerator, significant conference wins including the 2020 WorldCon and the Regional Trails Framework was progressed</li> <li>All economic development KPIs are measured annually with no reportable results against targets for the quarter. However, a majority of WREDA's internal KPIs for key goals were on track at the end of the quarter</li> <li>The operating and capital expenditure budgets were underspent during the quarter</li> </ul>	18
<b>Cultural wellbeing</b>	<ul style="list-style-type: none"> <li>Work advanced in the quarter included activity in arts residencies, Artsplash, Toi Pōneke, Public Art Fund and city events e.g. Wellington Sky Show</li> <li>6 out of the 8 performance measures with an available result were exceeded, met or mainly met at the end of the quarter; the two KPIs with unfavourable results related to visitor numbers for Wellington Museum Trust and City Gallery</li> <li>The operating budget for the quarter was on track and the capital budget was overspent</li> </ul>	21
<b>Social and recreation</b>	<ul style="list-style-type: none"> <li>We increased funding for sexual violence prevention services, and completed the development of Arlington 2. We began renovation works at sportsfields (Kilbirnie Park, Seatoun Park and David Farrington Park) and completed Phase 1 of maintenance on Tawa pool</li> <li>28 out of the 30 performance measures with an available result were exceeded, met or mainly met target at the end of the quarter; the two KPIs with unfavourable results related to swimming pool attendance</li> <li>The overall operating budget was on track and the capital budget was underspent</li> </ul>	23
<b>Urban development</b>	<ul style="list-style-type: none"> <li>We upgraded laneways in the central city, and helped building owners secure facades and parapets that needed strengthening. We also continued to process high numbers of building consent applications and at the same time continued to upskill staff</li> <li>5 out of the 7 performance measures with an available result were on track or mainly on track, for the quarter. KPIs with unfavourable variances related to the timeliness of issuing of building consents and code of compliance certificates</li> <li>The operating expenditure budget was on track for the quarter and capital budget was underspent</li> </ul>	26
<b>Transport</b>	<ul style="list-style-type: none"> <li>We installed thousands of new LED lights, made tangible progress on expanding our range of electric vehicles and fast-charging stations, and carried out a range of strengthening works throughout the city, to improve roads, tunnels and bridges</li> <li>6 out of the 8 performance measures were exceeded, met or mainly met; the two unfavourable KPI results related to parking occupancy</li> <li>Our operating and capital expenditure budgets were underspent for the quarter</li> </ul>	29

QUARTER SUMMARY	SECTION 1: ACTIVITY AREA PERFORMANCE	SECTION 2: FINANCIAL PERFORMANCE	APPENDICES
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Snapshot (b) - key projects

This snapshot summarises the current status of the key projects supporting our strategic priorities that are *underway* in the quarter. Status indicators are:

Indicator	Status definition
Blue	Ahead of timeline / forecast to remain ahead of timeline
Green	Is on track / forecast to remain on-track
Amber	Progress is on track but is at risk of being delayed next quarter
Red	Significantly delayed, intervention is underway / forecast to continue

Key projects supporting strategic priorities

Housing

Arlington

- Project status:** A masterplan has been developed for sites 1 and 3. Construction of
- 104 social housing units of site 2 is now complete. Negotiations are underway with Housing New Zealand (HNZC) to lease various parts of the site.
- Budget status:** Year to date budget: \$0.351; Actual: \$1,287m over budget for Arlington site 2 (timing difference only).

Transport

Let’s Get Wellington Moving

- Project status:** Working with NZTA and GWRC to build up a proposal to the Programme Business Case stage. This phase is near completion.
- Budget status:** Year to date budget (OPEX): \$0.466m; Actual: \$0.394m.

Sustainable growth

Convention centre

- Project status:** The project is at the early stages of planning with initial concept designs being tested as well as an assessment of costs and benefits. This will inform a revised Business Case for Council consideration in December.
- Budget status:** Year to date actual: \$0.190m.

Arts and culture

Town Hall - Seismic strengthening

- Project status:** Design complete and tender issued to three shortlisted main contractors.
- Budget status:** Year to date Budget:\$3.759m; Actual \$1.885m - underspend as a result of the project running behind plan

St James Theatre - Seismic strengthening

- Project status:** Review of project scope and risks completed, resulting in revised programme and costs. URM works completed. Enabling works underway.
- Budget status:** Year to date budget: \$0.098m; Actual: \$0.101m - over budget due to expenditure timing

Other key projects

CAB, Civic Precinct

- Status:** Presentation provided to Councillors on 17 May 18 outlining the status of the civic precinct assets. The CAB insurance claim and structural assessments (MFC roof, Capital E, City to Sea Bridge, basement carpark) are underway as is the assessment of options for the use of MOB as a Music Hub.
- Budget status:** Year to date Actual: \$0.227m

Johnsonville (Waitohi) Community Hub

- Project status:** In-ground works were delayed due to materials delays and cost increases. Much of this is however now finished. Underway are ground floor slabs, erection of structural steel and pre-cast concrete stairs.
- Budget status:** Year to date budget:\$2.516m; Actual \$0.381m - underspend reflecting expenditure timing difference.



QUARTER SUMMARY	SECTION 1: ACTIVITY AREA PERFORMANCE	SECTION 2: FINANCIAL PERFORMANCE	APPENDICES
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### Snapshot (c) - Summary of measures (KPIs), budget

Performance measures					
	Target exceeded by >10%	Target met - within plus 10% of target	Target mainly met < 10% under target	Target not met > 10% under target	Not measured* this quarter
<b>1. Governance</b> (14 KPIs, 9 measured annually)	1	3			10
KPIs with favourable variances for the quarter related to providing information / point of contact (contact centre response), facilitating decision making (provision of meeting agendas) - Details see page 10					
<b>2. Environment</b> (71 KPIs, 25 annual)	18	15	4	3	31
KPIs with unfavourable variances related to continuity of supply and resolution of faults (response times) and compliance and sustainability (dry weather wastewater overflows) Details page 13					
<b>3. Economic development - BIDS, WREDA, Stadium Trust</b> (24 annual KPIs)					24
All KPIs are measured annually There were no reportable variances for the quarter. However Appendix 1 (p 42) contains some KPI activity for the quarter. Details see page 18. The majority of WREDA's internal KPIs supporting its key goals were on track for the quarter.					
<b>4. Cultural wellbeing</b> (18 KPIs, 10 annual)	3	2	1	2	10
KPIs with unfavourable variances related to Wellington Museums Trust visitor numbers (Museum, Cable car Nairn Street Cottage, Capital E) - details see page 21					
<b>5. Social and recreation</b> (78 KPIs, 45 annual)	5	16	7	2	48
KPIs with unfavourable variances related to utilisation (Tawa, Keith Spry) and efficiency (licensed premises inspection). Details see page 23					
<b>6. Urban development</b> (18 KPIs, 11 annual)		3	2	2	11
KPIs with unfavourable variances related to timeliness (issuing of building consents, code of compliance certificates) - details see page 26					
<b>7. Transport</b> (34 KPIs, 25 annual)	2	2	2	2	26
KPIs with unfavourable variances related to utilisation (cable car trips and income), parking occupancy (weekdays and weekends). Details see page 29					
* Is measured annually, baseline being determined in 2018/19 or data unavailable (timing). KPIs with available results for the quarter are shown in Appendix 1 (page 38)					

Overall Council Budget	
<b>Total revenue (\$000's)</b>	
Q1 Actual: \$122,254; Q1 Budget: \$123,840 Q1 Variance: \$(1,316) or 1%	
	<b>Full year</b> Forecast: \$520,995 Budget: \$521,776
Year-to-date total revenue is below budget by \$1.316m. The full year forecast is for revenue to be under budget.	
<b>Operating expenditure (\$000's)</b>	
Q1 Actual: \$126,614; Q1 Budget: \$130,865 Q1 Variance: \$4,251 or 3.2%	
	<b>Full year</b> Forecast: \$509,128 Budget: \$508,282
On track for the quarter and forecast to meet full year budget.	
<b>Capital expenditure (\$000's)</b>	
Q1 Actual: \$39,538; Q1 Budget: \$53,348 Q1 Variance: \$13,810 or -26%	
	<b>Full year</b> Forecast: \$216,608 Budget: \$246,557
Under budget for the quarter- key capital underspends in urban development (delays in several Laneways and Suburban Centre upgrades) and transport projects not commencing until Q2; cycling programme is currently behind plan)	
<b>Total surplus / (Deficit) - \$000's</b>	
Q1 Actual: \$(3,519); Q1 Budget: \$(7,025) Q1 Variance: \$3,820 or -54%	
	<b>Full year</b> Forecast: \$11,866 Budget: \$13,495
The year-to-date net operating deficit of (\$3.519m) is \$3.506m better than the budgeted deficit of (\$7.025m). The forecast Net Operating Surplus for the year is currently \$1.6m less than budget.	

Performance Summary	SECTION 1: ACTIVITY AREA PERFORMANCE	SECTION 2: FINANCIAL PERFORMANCE	APPENDICES
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Section One: Activity area performance

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Oranga ahurea   Cultural Wellbeing	21
Kaupapa Pāpori me ngā Mahi a Rēhia   Social and Recreation	23
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Waka   Transport	29

Performance Summary	SECTION 1: ACTIVITY AREA PERFORMANCE	SECTION 2: FINANCIAL PERFORMANCE	APPENDICES
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This section provides the end of quarter results **by exception** for performance measure and financial budget in each of the Council’s activity areas. The results are reported using the following definitions:

Measure indicator	Definition
● Blue	Target exceeded (i.e. the actual result is <b>greater than</b> 10% over target)
● Green	Target met (i.e. actual result <b>is between</b> target and 10% over of target)
● Amber	Target substantially met (i.e. the actual result <b>is between</b> target and 10% under target).
● Red	Target not met (i.e. the actual result is <b>greater than</b> 10% under target)
#	Not measured this quarter (number of measures)

### Pārongo ā-tāone | Governance

**Aim:** Maintain confidence in decision-making and ensuring that the views of Māori and mana whenua are heard.

**Key activity groups:** Governance, information and engagement; Māori and mana whenua partnerships

#### Quarter overview

##### Headlines

- Of the 4 KPIs with an available result 3 had met their targets and 1 had exceeded its target at the end of the quarter. The KPI that exceeded its target was contact centre response times.
- The Governance operating budget was on-track for the quarter. The capital budget was underspent.
- Work advanced during the quarter included activity in electronic voting, Māori and mana whenua partnerships, Annual Report and Te Taihū - te reo Māori policy.

KPIs - performance against target					Financial - Performance against budget	
Target exceeded by >10%	Target met - within plus 10% of target	Target mainly met < 10% under target	Target not met > 10% under target	Not measured this quarter	Net operating expenditure	Capital expenditure
1	3			10	<div> <div>Exceeds 15% Underspend</div> <div>9% On track – within - within 10% of Budget</div> <div>Exceeds 15% overspend</div> </div> <p>The main underspend of budget relates to temporary under spending in professional costs.</p>	<div> <div>Exceeds 15% Underspend</div> <div>100% On track – within 10% of Budget</div> <div>Exceeds 15% overspend</div> </div> <p>There was no spending on the Capital budget during the quarter.</p>
<b>Total measures: 14</b> (3 are required by statute, 9 measured annually, 1 with baseline target). ‘Baseline target’ means: <ul style="list-style-type: none"> <li>the measure is new and this year will be used to establish a basis from which targets can be set; and therefore</li> <li>the performance against target is not reported this quarter.</li> </ul>						

#### What we did - snapshot

Performance Summary

SECTION 1: ACTIVITY AREA PERFORMANCE

SECTION 2: FINANCIAL PERFORMANCE

APPENDICES

- *Decision-making process.* We completed a successful roll-out of the electronic voting system for all Council and Committee meetings to make the voting system more transparent.
- *Māori and mana whenua partnerships.* We took part in Te Wiki o te Reo Māori working group co-ordinated by Te Taura Whiri i te reo Māori. Council and iwi leaders held their quarterly meeting on 12 September.
- *Consultations:* During the quarter we advanced work on Priority buildings and alcohol by-law consultations.
- *Annual report.* The Council adopted its Annual Report 2017/18.
- *Policy review.* The Council considered its submission on the draft first set of National Planning Standards. The City strategy Committee approved the Fire and Emergency New Zealand Act 2017 and related bylaw for public consultation, and considered the Pacific Advisory Group and the

- Accessibility Advisory Group Annual Reports. We also continued work on the Gambling Policy 2015 Review, the review and refresh of SmokeFree Wellington Action Plan 2016-2-17, the Positive Aging Policy/Strategy and the Accessibility Action Plan review.
- *Finance, Audit and Risk Subcommittee.* The subcommittee considered and reviewed the following items: Te Aho Marutau I Internal audit report for the year ended 30 June 2018; a status of internal audit findings report; a Council debtor report; an insurance reserve fund performance report; a risk management and strategic risks update; a health and safety report (year ended 30 June 2018); and a significant projects risk report.

Detailed Quarter performance

The following budget item(s) and performance measure(s) below are those with a result for the quarter that is greater than 10% of target or within 10% of budget. Variances greater than 10% can indicate (for example) underutilised resources, insufficient capacity etc. Details on all KPIs are in Appendix 1 with capital and operating (OPEX) expenditure details Appendix 2.

Financial performance by exception

Operating expenditure by exception (> 10% of budget) \$000s						Capital expenditure by exception (> 10% of budget) \$000s					
Activity / budget result	Year to date			Full year		Activity	Year to date			Full year	
	Actual	Budget	Variance	Forecast	Budget		Actual	Budget	Variance	Forecast	Budget
1.2 Māori engagement (mana whenua)	123	152	29	306	306	1.1 Governance, Information, engagement	-	6	6	22	22
Underspend	Temporary under spending in professional costs.					Underspend	No spending during the quarter				

Performance measures (KPIs) by exception

Where available performance measures include an informed forecast of the next quarter expected result. Forecasts are provided only where there is sufficient information to support them.



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1.1 Mana Whakahaere. Pārongo me ngā mahi whai wāhi | Governance, information and engagement

	Q1 Actual	FY Target	Q1 Variance	Variance explanation (where target is not met by >10%)	Q2 Forecast / Target (T)
<i>Providing information and a point of contact</i>					
Contact Centre - Contacts responded to within target timeframes (emails)	99%	80%	19%		100%

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Taiao | Environment



**Aim:** *Protect, restore and enhance Wellington’s natural environment*

**key activity groups:** *Gardens, beaches and green open spaces; Waste reduction and energy conservation; Water supply; Wastewater; Stormwater; Conservation attractions*

Quarter overview

**Headlines**

- Of the 37 KPIs with an available result 15 were met and 4 mainly met target at the end of the quarter. The key unfavourable KPI variances related to compliance and sustainability KPIs (Dry weather wastewater overflows); and three waters continuity of supply and resolution of faults KPIs (response times for non-urgent call outs).
- The overall operating budget result for the quarter was on track and the capital budget was overspent.
- Work advanced in the quarter included activity in parks, beaches and open spaces, conservation attractions, waste reduction and energy conservation. 3 waters activity focus was on strengthening existing resources which included completion of a number of potable water, wastewater and stormwater upgrade and renewal projects.

KPIs - performance against target					Financial - Performance against budget	
Target exceeded by >10%	Target met: within plus 10% of target	Target mainly met: < 10% under target	Target not met: > 10% under target	Not measured this quarter	Net operating expenditure	Capital expenditure
18	15	4	3	31		

**Total measures:** 71 (26 are required by statute)

**Not measured:** 25 measured annually, 6 with baseline targets. ‘Baseline target’ means:

- the measure is new and this year will be used to establish a basis from which targets can be set; and therefore
- performance against target is not reported this quarter.

The main contributors are:

- overspends for coastal upgrades and walkways renewals; reservoir and pump station upgrades or renewals; Kilbirnie upgrade project.
- underspends for the Zoo renewals programme

What we did - a snapshot

- Parks, beaches and open spaces**
- Worser Bay Boating Club:** A funding agreement was signed with the Worser Bay Boating Club to project manage the redevelopment of land-based works adjacent to the club building. The works will provide better protection to the coastal edge, reserve and club buildings/infrastructure. Construction will begin in November 2018.
  - Alex Moore Park sports hub:** An independent facilitator was appointed to liaise with clubs regarding the Alex Moore Park sports hub proposal. A

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Memorandum of Understanding was signed between the clubs. Work began on building design options.

- *Draft Pest Management Plan:* We submitted on the Greater Wellington Regional Draft Pest Management Plan. The plan has a number of significant changes to pest animal and plant management.

**Waste reduction and energy conservation**

- We spent \$99,472 (6.6 %) less on energy and 124,446 KWH (8.8%) compared to last year.
- The Council reviewed and approved a draft submission to the Ministry for the Environment on the Government's "proposed mandatory phase-out of the sale or distribution of single-use plastic shopping bags."

**Water**

- We completed 93 percent of planned projects within the water portfolio in 2017/18, with three projects carrying over into 2018/19. They are CIR, Harbour View and Wadestown Road water main, and Satara Crescent pump station upgrade. The carry forwards have been approved, and work was completed in the first quarter.
- All 2017/18 programmed network renewal projects were completed except for Wadestown Rd which was completed in the first quarter. All network upgrade projects were completed in the first quarter of 2017/18 except for Harborview Road water main upgrades and Satara Crescent pump station which was completed in Q1. Designs for seismic strengthening of the Ngaio, Granada North and Wrights Hill reservoirs is continuing. Resource consent has been granted for the Omāroto/Prince of Wales Reservoir. Final design for the Wallace Street corridor (enabling works and inlet/outlet mains) is expected in Q1 with construction to commence in Q2. Investigation and options analysis of alternative water sources and supply options will be completed early in Q1

**Wastewater**

- We completed 92 percent of planned projects within the wastewater portfolio in 2017/18, with two projects carrying over into the first quarter of 2018/19; Crawford Rd sewer renewal, and Dixon Street pump station. Carry forwards have been approved and work will be completed in Q1. All

2017/18 network renewal projects were completed except for Crawford Rd which will be completed in Q1. In relation to the Karori outfall pipeline, Wellington Water was successful in getting a consent condition deleted that required WCC to build a new outfall pipeline from the Western WWTP to the coast by 2023. The appeal period has now ended and no appeals have been lodged, meaning the decision is unchallenged. More detailed assessments of the pipeline need to be undertaken by July 2019 to better understand the condition and rectify any faults.

**Stormwater**

- We completed 86 percent of planned work within the stormwater portfolio, with work on Apuku Street, Aro Street, Hunter Street and Kingsbridge being deferred until 2018/19, and work on Kilbirnie stage 1 (pipeline) behind schedule. Carry forward of funds has been approved for Kilbirnie and Aro Street.
- *Kilbirnie Flooding:* Work is progressing on Kilbirnie Stage 1 and 2 with completed construction of the pipeline scheduled for October. We are planning on an award date for the pump station in October with all above ground infrastructure to be completed by March to enable sports codes use of the playing fields. There is a delivery risk from consenting delays, which is being managed by consulting with stakeholders. The pump station is currently being designed through an Early Contractor Involvement (ECI) process with detailed design and cost estimates expected in September. Scope and design changes from concept stage are likely to have a negative cost impact.
- *Tawa Flooding:* The Tawa flooding problems are being investigated with options and detailed design to be progressed in 2018/19.

**Conservation attractions**

- *Wellington Zoo:* There were 49,970 visitors to the zoo in the three months to 30 September 2018, (42,538 who visited in the same period a year ago).
- *Zealandia:* There were 22,818 visitors to Zealandia, down from 23,361 who visited the sanctuary in the same period a year ago.

Detailed quarter performance by exception

The following budget item(s) and performance measure(s) below are those with a result for the quarter that is greater than 10% of target or within 10% of budget. Variances greater than 10% can indicate (for example) underutilised resources, insufficient capacity etc. Details on **all** KPIs are in Appendix 1 with capital and operating (OPEX) expenditure details Appendix 2.

Financial performance by exception

Operating expenditure by exception (> 10% of budget) \$000s						Capital expenditure by exception (> 10% of budget) \$000s					
Activity	Year to date			Full year		Activity	Year to date			Full year	
	Actual	Budget	Variance	Forecast	Budget		Actual	Budget	Variance	Forecast	Budget
2.2 Waste reduction, energy conservation	(49)	316	365	704	704	2.1 Gardens, beaches, open spaces	1,423	924	(499)	8,476	6,876
Underspend	Ahead of budget due to higher volumes of contaminated waste arising from the Wellington Children's Hospital and other projects. Contract costs are above budget owing to the average weight of curb side bags collected being higher than planned.					Overspend	This variance is due to Coastal Upgrades and Walkways Renewals programmes ahead of schedule. Forecast overspend is due to unbudgeted land purchases in Ohariu Valley (approved by Council 29 August 2018) and Motu Kairangi Park				
						2.2 Waste Reduction	1,301	2,280	978	3,885	5,885
						Underspend	Variance on the Landfill Stage 4 extensions due to delays and a change of contractor. An underspend of \$2.0m has therefore been forecast				
						2.3 Water	3,469	2,139	(1,330)	16,512	17,244
						Overspend	Variance due to the Reservoir upgrades and renewals and Pump station renewals programmes being ahead of schedule.				
						2.4 Waste water	1,881	2,134	252	7,436	8,497
						Underspend	Under budget due to the Wastewater renewals programme being behind the planned schedule				
						2.5 Stormwater	2,223	1,269	(954)	12,205	10,412
						Overspend	Variance due to the Kilbirnie upgrade project likely to be in construction phase longer than initially planned. In addition to this, changes in the of scope on the Aro Street upgrade project will cause a year end over spend				
						2.6 Conservation attractions	-	200	200	971	971
						Underspend	Under budget due to delays in the Zoo renewals programme.				



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### Performance measures (KPIs) by exception

Where available performance measures include an informed forecast of the next quarter's expected result. Forecasts are provided only where there is sufficient information to support them.

#### 2.1 Three waters

Performance measure	Q1 Actual	Target 2018/19	Variance	Variance explanation (where target is not met by >10%)	Q2 Forecast Target (T)
Water - Meeting customer expectations					
Number of complaints about the drinking water's clarity, taste, odour, pressure or flow, continuity of supply, and supplier responsiveness, expressed per 1000 connections*	2.7	5	46%		-
Number of complaints about the wastewater odour, system faults, blockages, and supplier responsiveness, expressed per 1000 connections*	3.98	7.5	47%		-
Number of complaints about stormwater system performance per 1000 connections*	1.99	5	60%		-
Water - Continuity of supply and resolution of faults					
Median response time for <b>attendance</b> for urgent call outs*	47 mins	60 mins	22%		
Median response time for the <b>resolution</b> for urgent call outs*	3.52 hours	4 Hours	12%		
Median response time for <b>attendance</b> for non-urgent call outs*	52.03 Hours	36 hours	-45%	An increased number of reported water leaks has meant that the initial response to non-urgent repairs has been slower. Increased awareness around health and safety requirements has meant that more planning is now being carried out prior to the works on site.	
Median response time for <b>resolution</b> for non-urgent call outs*	3.11 days	5 days	38%		
Waste water - Compliance and sustainability					
Dry weather wastewater overflows, expressed per 1000 connections*	0.01	0.44	-100%	There were 32 dry weather network overflows; 28 due to blockages, 3 due to root intrusions and 1 due to a power outage. All of these have been investigated and fixed.	
Number of wastewater reticulation incidents per km of reticulation pipeline (blockages)*	0.13	0.8	84%		-
Median response time for wastewater overflows (attendance time)*	0.7 of an hour	< 1 Hour	30%		-

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Performance measure	Q1 Actual	Target 2018/19	Variance	Variance explanation (where target is not met by >10%)	Q2 Forecast / Target (T)
Median response time for wastewater overflows (resolution time)*	2.93 hours	6 hours	51%		-
Number of pipeline blockages per km of pipeline	0.004	0.5	99%		-
Median response time to attend a flooding event	45 min	60 min	25%		-
<b>2.1 Environment</b>					
<b>Utilisation</b>					
Number of visitors to the Wellington Botanic Gardens and Otari-Wilton's Bush	449,343	320,000	40%		700,000 (T)
<b>2.6 Conservation attractions</b>					
<b>Wellington Zoo</b>					
Total number of visitors	49,970	43,501	15%		(Q2) 69,272 (T) 117,773
Education visitors	3,309	2,625	26%		

\* Mandatory measures

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## Whanaketanga ōhanga | Economic development

**Aim:** Support city promotions, events and attractions, to enhance Wellington's reputation as a great place to live and visit.

**key groups of activities:** City promotions and business support

### Quarter overview

#### Headlines

- A busy quarter with two All Black tests, record sales for Visa Wellington on a Plate and World of WearableArt, a quarterly record of 140 film permits issued, the start of the GovTech Lightning Lab accelerator programme, significant conference wins including the 2020 WorldCon and the Regional Trails Framework was progressed.
- All WCC economic development KPIs are measured annually. There were therefore no unfavourable results for the quarter. The majority of WREDA's internal KPIs supporting its key goals were on track for the quarter.
- Both operating and capital expenditure budgets were underspent during the quarter.

KPIs - performance against target					Financial - Performance against budget	
Target exceeded by >10%	Target met - within plus 10% of target	Target mainly met < 10% under target	Target not met > 10% under target	Not measured this quarter	Net operating expenditure	Capital expenditure
All WCC economic development KPIs are measured annually				24	<p>23%</p> <p>Exceeds 15% Underspend    On target -10% of Budget    Exceeds 15% overspend</p> <p>The main underspend relates to the timing of some operational grant and funding payments</p>	<p>87%</p> <p>Exceeds 15% Underspend    On target -10% of Budget    Exceeds 15% overspend</p> <p>The main underspend relates to minor delays in the Wellington venues renewals programme, particularly at the Michael Fowler Centre.</p>
Total measures: 24 (0 are required by statute)						
Total baseline* measures: 0						
*A measure with a 'baseline target' means that:						
<ul style="list-style-type: none"> <li>the measure is new and this year will be used to establish a basis from which targets can be set; and</li> <li>performance against target is therefore not reported this quarter.</li> </ul>						

### What we did - snapshot

- Regional Business Partner programme and Business Growth:** WREDA supported 199 regional businesses including 94 receiving hands-on support in the form of growth capability development, innovation support and mentorship. 59% of these organisations are located in Wellington city, while 39% are based in one of the region's territorial authorities. We also delivered \$114,000 of Capability Voucher funding and \$2,409,000 of R&D funding to businesses in the region. This funding helps businesses access growth advice, and invest in new technology development. WREDA facilitated 3 business workshops targeted at 2 different sectors. 13 of our Food and Beverage clients benefited from a full-day New Product Development workshop.
- Education and workforce:** a 'Study in Wellington' information event was held in Hanoi for 50 students and their parents. The purpose of the MOU is to attract Vietnamese English language students to study in Wellington region high schools. Summer of Tech and Summer of Biz programmes have engaged a record number of businesses and potential interns at

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- their annual Meet and Greet event. The Young Enterprise Scheme (WREDA partners and sponsors) is building towards its regional finals in October. 421 students from 21 schools across the region are taking part.
- *Screen Wellington*: Demand for screen permits in the region is high with 140 permits approved. Planning is underway with NZ Film Commission and Weta group to leverage both the Los Angeles and NZ premieres of the Peter Jackson Film *Mortal Engines*.
  - *International tourism*: 22 Inbound operator staff were trained post KiwiLink SEA. 5 Travel company Product Managers were hosted for WOW including luxury seller Abercrombie & Kent from Australia. WREDA also attended coach operator Grand Pacific Tour's Australian consumer show, reaching over 800 at a series of evening events. TNZ's KiwiLink South East Asia event was held in Singapore, Manila, Kuala Lumpur and Jakarta in August. In addition to agent training, 104 key decision makers were met.
  - *Business events Wellington*: The Business Events Wellington (BEW) team were successful in winning 6 International, Australasian and National bids. These events will together inject a projected economic value of \$8,045,850 into the Wellington economy.
  - *Regional Trails Framework*: the project is progressing well – and heading towards the brand and website launch November. the main focus in Q1 has been on the new regional trails brand ID and a new regional trails website, which has progressed to near final designs and functionality in consultation with key stakeholders. The scope of the project has grown from 38 trail destinations listed in the framework to over 200 individual

- trails on the website to ensure that there is a variety of trail experiences marketed across the region.
- International business event bids supported in this quarter with partners: Te Papa, Tourism NZ, CINZ and our colleagues at Venues Wellington:
    - College of Intensive Care Medicine 2020 (350 delegates)
    - Royal Australasian College of Surgeons - Society of Cardiac and Thoracic Surgeons
    - Annual Scientific Meeting 2020 (250 delegates)
    - International Society of Public Law (ICON) Annual Conference 2021 (450 delegates)
    - International Coral Reef Symposium 2024 (2,500 delegates)
  - *Marketing highlights*:
    - Tourism NZ and Marlborough JV campaign in Australia generating 163,486 website visits
    - Visa Wellington On a Plate marketing campaign, which helped drive the best ever ticket sales for the festival
    - Maori Language week content with the Maori Sidesteps, which generated 184,000 views
    - 1.1million page views on WellingtonNZ.com
    - 16% growth in our social channels with a combined audience reach of 22,720,900
    - 133 media clips across travel and business storytelling (including launched of Shopify).
  - A \$600k joint campaign with TNZ and Destination Marlborough ran in August, highlighting Wellington's distinctive selling points. Initial Results for September were 33% active visits; 11,028 referrals.

Detailed quarter performance by exception

The following budget item(s) and performance measure(s) below are those with a result for the quarter that is greater than 10% of target or within 10% of budget. Variances greater than 10% can indicate (for example) underutilised resources, insufficient capacity etc. Details on **all** KPIs are in Appendix 1 with capital and operating (OPEX) expenditure details Appendix 2.



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### Financial performance by exception

Operating expenditure (> 10% of budget)						Capital expenditure (> 10% of budget)					
Activity	Year to date			Full year		Activity	Year to date			Full year	
	Actual	Budget	Variance	Forecast	Budget		Actual	Budget	Variance	Forecast	Budget
3.1 City promotions and business support	5,711	7,406	1,695	21,729	21,729	3.1 City promotions and business Support	104	802	698	3,650	3,650
Underspend	Under budget due to the timing of some operational grant and funding payments.					Underspend	Under budget due to minor delays in the Wellington Venues renewals programme, particularly at the Michael Fowler Centre.				

### Performance measures (KPIs) by exception

All economic development KPIs are measured annually. Therefore there were no reported results against target for the quarter for Economic Development measures in the WCC KPI framework. WREDA measures account for 16 out of a total of 23 economic development KPIs in the Council's framework.

WREDA has 36 KPIs supporting their key goals and that are included in their quarterly report to Council. Of those 36 internal KPIs, 5 are annual measures. For quarter one 28 are reported as on track, 1 is not reported and reported as having some risk as follows:

WREDA Internal Performance measures	Q1 Actual	Target 2018/19	Q1 Variance	Variance explanation (where target is not met by >10%)	Q2 Forecast or Target (T)
Lifestyle and visitor attractions content in NZ and Australia media	101	1250 (Q1 312)	-211	We are aiming to achieve 650 under our regular public relations programme. 1,250 is what we are targeting to achieve if we can access a big broadcast media opportunity (e.g. as occurred in 2017 with Sunrise TV)	-
Students supported in youth entrepreneurship programmes	421	550	129	Young enterprise student numbers are slightly down for the year. The majority of activity occurs in Q1.	-

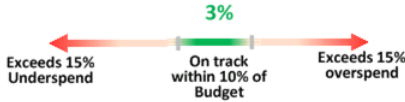

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Oranga ahurea | Cultural Wellbeing

**Aim:** Support arts activity that adds vibrancy to the city; promote inclusive, tolerant and strong communities.  
**key groups of activities:** Arts and cultural activities

Quarter overview

- Headlines**
- 3 of the 8 performance measures with an available result were either met or mainly met at the end of the quarter; 3 were exceeded. Measures with unfavourable result related to total visits for Wellington Museums, (i.e. Cable Car, Capital E, Nairn Street Cottage) and other arts and cultural attractions (i.e city gallery).
  - Overall operating budget for the quarter was on track, the capital budget was overspent.
  - Work advanced in the quarter included activity in arts residencies, Artsplash, Toi Pōneke, Public Art Fund and city events e.g. Wellington Sky Show.

KPIs - performance against target					Financial - Performance against budget	
Target exceeded by >10%	Target met - within plus 10% of target	Target mainly met < 10% under target	Target not met > 10% under target	Not measured this quarter	Net operating expenditure	Capital expenditure
3	2	1	2	10		
<b>Total measures: 18</b> (10 measured annually). 'Baseline target' means: <ul style="list-style-type: none"><li>the measure is new and this year will be used to establish a basis from which targets can be set; and</li><li>performance against target is not reported this quarter.</li></ul>						

What we did - snapshot

- City events.** About 200,000 people attended the Wellington Sky Show on 14 July, including those watching from Petone
- Arts residencies.** Chinese artist, Bifei Cao was selected as this year's Wellington Asia Residency Exchange (WARE) artist in resident. Wellington based artist Emily Hartley-Skudder was selected as this year's WARE exchange artist to go to Xiamen, South. We also established an indigenous arts advisory group to provide guidance on the direction of a pilot indigenous artist residency programme initiated as part of the Canberra Wellington Sister City Agreement. Our Canberra counterparts selected aboriginal artist Dean Cross to come to Wellington next year as the inaugural artist. Wellington-based Māori artists are encouraged to apply for the reciprocal exchange.
- Artsplash.** The Artsplash Festival was held in the Michael Fowler Centre from 17-21 September 2018. Primary and intermediate schools across the Wellington Region took part in a variety of music, wearable arts and dance performances, and art exhibitions. At least 15,000 family and friends attended concerts or came to view the art during the week-long festival.
- Toi Pōneke.** Toi Pōneke Gallery delivered four exhibitions – Listening to Yourself Listening by Blake Johnston, Entangled by Claire Hughes with Isaac Lundy, The Future is Death curated by Leilani A. Sio and featuring the

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- artists Taupuruariki Brightwell, Leala Faleseuga, Huriana Kopeke-Te Aho, Rex Paget, and Janice aka Hy-bee Ikiua Pasi-Taito.
- *Public Art Fund*. Asian Aotearoa Arts Hui (AAAH 2018) is a public festival and national gathering celebrating diverse expressions of 'Asianness' in

Aotearoa in the Arts on from 3-23 September 2018. The Public Art Fund supported three AAAH public art projects including Chinese footprints, a walking tour tracing Chinese histories through central Wellington.

### Detailed quarter performance by exception

The following budget item(s) and performance measure(s) below are those with a result for the quarter that is greater than 10% of target or within 10% of budget. Variances greater than 10% can indicate (for example) underutilised resources, insufficient capacity etc. Details on *all* KPIs are in Appendix 1 with capital and operating (OPEX) expenditure details Appendix 2.

### Financial performance by exception

Operating expenditure by exception (> 10% of budget) \$000s						Variance explanation (where target is not met by >10%) \$000s					
Activity	Year to date			Full year		Activity	Year to date			Full year	
	Actual	Budget	Variance	Forecast	Budget		Actual	Budget	Variance	Forecast	Budget
There were no material operating expenditure variances for the quarter	-	-	-	-	-	4.1 Galleries and Museums	193	52	(142)	1,802	1,802
						Overspend	Overspend due to preliminary costs of the Convention Centre				

### Performance measures (KPIs) by exception

The following non-financial (performance measure) results include an informed forecast of the next quarter's expected result. Forecasts are provided only where there is sufficient information to support them. Targets for the previous year are shown for context only.

Performance measure	Q1 Actual	2018/19 Target	Variance	Variance explanation	Q2 Forecast or Target (T)
<i>Utilisation</i>					
Wellington Museum visitors	23,927	33,000	-27%	Visitor numbers have significant variations between quarters depending on the time of year	(Q2) 35,000 (T) 62,000
Cable Car Museum	42,789	59,250	-28%		(Q2) 65,500 (T) 96,000
Nairn Street Cottage visitors	275	500	-45%		(Q2) 500 (T) 800
Capital E visitors	27,145	39,375	-31%		(Q2) 21,150 (T) 42,750
Wellington Museums Trust - Total visitors	147,707	188,375	-22%		(Q2) 174,150 (T) 310,550

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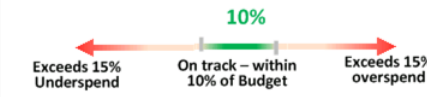

Kaupapa Pāpori me ngā Mahi a Rēhia | Social and Recreation

**Aim:** Provide a wide range of services throughout the city to encourage quality of life and healthy lifestyles.  
**key groups of activities:** Recreation promotion and support; Community support; Public health and safety.

Quarter overview

Headlines

- 28 out of 30 performance measures with an available result were exceeded, met or mainly met target at the end of the quarter. The unfavourable performance measure variances related to swimming pool utilisation.
- The overall operating budget was on track and the capital budget was underspent.
- Work advanced during the quarter included activity in recreation, promotion and support (sportsfields); community support (City Housing tenants, refugees' accessibility); public health and safety (food safety, reducing harm).

KPIs - performance against target					Financial - Performance against budget	
Target exceeded by >10%	Target met - within plus 10% of target	Target mainly met < 10% under target	Target not met > 10% under target	Not measured this quarter	Net operating expenditure	Capital expenditure
5	16	7	2	48		
<b>Total measures: 78</b> (45 measured annually, 3 with baseline targets). 'Baseline target' means: <ul style="list-style-type: none"><li>the measure is new and this year will be used to establish a basis from which targets can be set; and therefore</li><li>performance against target is not reported this quarter</li></ul>					<p>The main underspend relates to :</p> <ul style="list-style-type: none"><li>depreciation, grants &amp; contributions and utilities costs - offset by overspend in maintenance costs</li><li>contracts and consulting costs</li></ul>	<p>The main underspend relates to delays in the Newtown and Aro Valley community centre upgrade programmes delayed (\$4.0m forecast underspend)</p>

What we did - snapshot

Recreation promotion and support

- Sportsfields.** Our sportsfields finished a mixed winter season, with August being very wet. This led to some week day training restrictions being put in place, to ensure weekend competitions could continue. We began our renovation period on the fields completing gravel banding work for drainage on Kilbirnie Park. We installed two areas of hybrid grass (a combination of synthetic and natural grass) on the goal mouths at Seatoun Park and David Farrington Park. This is the first time we have used this type of grass on our sportsfields.

- Pools.** Funding of \$499,509 was approved to support the redevelopment of the Newtown School pool through our partnership programme. Tawa Pool closed for its 5-year maintenance closure. Phase one was completed and phase two will begin in October. We prepared Thorndon Pool for its opening on Labour Weekend.
- Community support**
  - Libraries.** Libraries and community spaces collaborated with other regional libraries to stage Beyond the Page, a children's literary festival.



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There were nearly 2,000 attendees at 30 events across all our branches in the July school holidays.

- *City Housing.* The former Arlington Apartments site is the Council's largest social housing location. The new build of 104 social housing units at Arlington 2 were renamed Te Māra Apartments at a formal dawn blessing held with local iwi in mid-September. The Council confirmed a decision to enter into formal negotiations with central government which would allow City Housing to lease the new social housing units to Housing New Zealand Corporation.
- *Refugees.* Wellington City has resettled 17 refugee background families (54 individuals) through the Refugee Quota Resettlement Process. A regional group made up of representatives from the Council and the Red Cross has been set up to review the welcome packs we provide to the families and look at expanding our engagement beyond their initial arrival.
- *Accessibility.* The inaugural 2018 Wellington Accessibility Awards ceremony was held recently in conjunction with the Wellington Airport

Community Awards. There were 22 nominations spread across 4 categories. The winners each received \$500 to put towards an accessibility project and we are now preparing for the 2019 Accessibility Awards - looking at ways that we can make the nomination process easier and more accessible. We will engage with the AAG about the proposed nomination process in October.

#### Public health and safety

- *Food safety.* In September, the Ministry For Primary Industries visited to assess how well we have implemented new processes for registration and verification of food premises under the Food Act 2014. We received positive feedback on our processes and knowledge of legislative requirements.
- *Reducing harm.* We increased funding for sexual violence prevention services, including Wellington HELP Sexual Abuse Foundation and the Sexual Abuse Prevention Network who have both been put onto three year contracts. We are continuing to support education and upcoming prevention campaigns through funding and promotional support.

### Detailed quarter performance by exception

The following budget item(s) and performance measure(s) below are those with a result for the quarter that is greater than 10% of target or within 10% of budget. Variances greater than 10% can indicate (for example) underutilised resources, insufficient capacity etc. Details on *all* KPIs are in Appendix 1 with capital and operating (OPEX) expenditure details Appendix 2.

#### Financial performance by exception

Operating expenditure by exception (> 10% of budget) \$000s						Capital expenditure by exception (> 10% of budget) \$000s					
Activity	Year to date			Full year		Activity	Year to date			Full year	
	Actual	Budget	Variance	Forecast	Budget		Actual	Budget	Variance	Forecast	Budget
5.2 Community Support	8,877	10,191	1,314	37,740	37,434	5.1 Recreation Promotion & Support	1,861	2,113	252	8,492	8,492
<b>Underspend</b>	Variance due to underspend in depreciation, grants and contributions and utilities costs which is offset by overspend in maintenance costs					<b>Underspend</b>	Variance due to the aquatic and sportsfields renewals/upgrades programmes being behind schedule, offset by being ahead of the planned programme for the Basin Reserve projects.				
5.3 Public Health and Safety	2,692	3,109	417	12,311	12,255	5.2 Community Support	4,537	5,643	1,106	25,638	30,354
<b>Underspend</b>	Variance due to under spend in contracts and consulting costs.					<b>Underspend</b>	Variance mainly due to underspend in the Community Halls				

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Operating expenditure by exception (> 10% of budget) \$000s	Capital expenditure by exception (> 10% of budget) \$000s				
	upgrades and renewals projects. The full year forecast includes underspends on the Newtown and Aro Valley community centre upgrades.				
5.3 Public Health and Safety	459	304	(154)	2,302	2,302
Overspend	Overspend due to being ahead of the planned programme for Public Conveniences and Pavilions reactive maintenance.				

### Performance measures (KPIs) by exception

The following non-financial (performance measure) results include an informed forecast of the next quarter's expected result. Forecasts are provided only where there is sufficient information to support them. Targets for the previous year are shown for context only.

Performance measure	Actual	Target	Variance	Variance explanation (where target is not met by >10%)	Q2 Forecast/ Target (T)
<b>5.1 Utilisation – pools, sport, recreation centres</b>					
Swimming pool visits (by facility) - Tawa	7,428	10,419	-2,991	The pool was closed part of July and all August for maintenance	-
Swimming pool visits (by facility) - Keith Spry	44,082	53,488	-9,406	Access to parking and disruption associated with the construction of the Waitohi hub has impact pool users	-
Recreation centre visits (including ASB Sports Centre)	361,718	315,061	46,657		(T) 620,000
ASB Sports Centre	259,505	210,611	48,894		
<b>5.2 Utilisation - libraries</b>					
Library items issued (e-library)	106,521	80,000	26,521		
Library website visits	1,285,549	800,000	485,549		
<b>5.3 Timeliness</b>					
Public toilets - non-urgent requests (%) responded to within 3 days	94%	85%	11%		95%

### Tāone tupu ora | Urban development

**Aim:** Embrace Wellington as a compact, vibrant, attractive and safe city that is built on a human scale and is easy to navigate

**key groups of activities:** Urban planning, heritage and public spaces development; Building and development control

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## Quarter overview

### Headlines

- Of the 7 performance measures with an available result with an available result, 5 were either met or mainly met target at the end of the quarter. The key unfavourable performance measure variances related to building consents and the issuing code of compliance certificates (timeliness).
- The overall operating budget was on track, the capital budget was underspent.
- Work advanced during the quarter included activity in urban planning, heritage and public spaces development; building and development control.

KPIs - performance against target					Financial - Performance against budget	
Target exceeded by >10%	Target met - within plus 10% of target	Target mainly met < 10% under target	Target not met > 10% under target	Not measured this quarter	Net operating expenditure	Capital expenditure
	3	2	2	11	 <p>8%</p> <p>Exceeds 15% Underspend    On track - within 10% of Budget    Exceeds 15% overspend</p> <p>The main underspend relates to higher volumes of building consent processing - partially offset by professional costs arising from the URM project.</p>	 <p>42%</p> <p>Exceeds 15% Underspend    On track - within 10% of Budget    Exceeds 15% overspend</p> <p>The main underspend relates to delays in the Town Hall earthquake strengthening project (forecast underspend \$8.0m)</p>
Total measures: 18 (11 measured annually)						

## What we did - snapshot

### Urban planning, heritage and public spaces development

- Lombard Lane.** We completed our Lombard Lane upgrade project. Detailed design for Forrester's Lane was completed and most of it implemented, with a launch planned for early 2019. A detailed design is underway for Grey Street.
- Built Heritage Incentive Fund (BHIF).** The fund received fourteen applications in the August 2018 round, of which 13 were successful. A total of \$1,769,622 was applied for and \$450,000 was allocated. Of this, \$67,500 was allocated to conservation and \$382,500 to the seismic strengthening of

heritage buildings. In total, \$3,195,557 has been allocated through the BHIF towards projects totalling \$41,587,445.

### Building and development control

- Consents.** We received a high number of building consents in the first quarter. Demand for building inspections is up 40 percent on last year and when coupled with tight labour market there is very limited ability to expand capacity to meet the increase in demand for inspections. Accordingly, we forecast that we will not meet our KPIs for the second quarter.

Detailed quarter performance by exception

The following budget item(s) and performance measure(s) below are those with a result for the quarter that is greater than 10% of target or within 10% of budget. Variances greater than 10% can indicate (for example) underutilised resources, insufficient capacity etc. Details on **all** KPIs are in Appendix 1 with capital and operating (OPEX) expenditure details Appendix 2.

Financial performance by exception

Operating expenditure by exception (> 10% of budget) \$000s						Capital expenditure by exception (> 10% of budget) \$000s					
Activity	Year to date			Full year		Activity	Year to date			Full year	
	Actual	Budget	Variance	Forecast	Budget		Actual	Budget	Variance	Forecast	Budget
6.2 Building & Development Control	1,773	1,999	226	7,455	7,455	6.1 Urban Planning and Policy	1,934	3,274	1,340	10,154	13,466
Underspend	Under budget due to higher volumes of building consent processing. This has been partially offset by professional costs arising from the URM project.					Underspend	Currently under budget due to delays in several Laneways and Suburban Centre upgrades. The forecast underspend reflects the delays in the Laneways projects and the Frank Kitts Park development.				
						6.2 Building & Development Control	2,970	5,370	2,400	21,970	29,970
						Underspend	Under budget currently with the Town Hall project running behind plan and expected to under spend by \$8.0m at year end.				

Performance measures (KPIs) by exception

The following budget item(s) and performance measure(s) below are **only those** where the result for the quarter is greater than 10% of target or, within 10% of budget. Variances greater than 10% can indicate (for example) underutilised resources, insufficient capacity etc. Details on **all** KPIs, capital and operating (OPEX) expenditure are provided in Appendix 1 and Appendix 2.

6.1 Whakamahere tāone / Whakawhanake wāhi tuku iho tūmatanui | Urban planning, heritage and public spaces development (including waterfront development)

Performance measure	Actual	Target	Variance	Variance explanation (where target is not met by >10%) \$000s	Q2 Forecast or Target (T)
Building & development - timeliness					
Building consents (%) issued within 20 working days	90%	100%	-10%	High levels of applications and complex consent impacted timeliness for the quarter. Two additional building officers employed and work being contracted out to Kapiti Coast District Council	95%



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Performance measure	Actual	Target	Variance	Variance explanation (where target is not met by >10%) \$000s	Q2 Forecast or Target (T)
<i>Building &amp; development - timeliness</i>					
Code of compliance certificates (%) issued within 20 working days	80%	100%	-20%	A high demand for inspections with complex compliance issues impacted timeliness for the quarter. Additional inspector employed, and Kapiti Coast District Council contracted to undertake inspections.	90%



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Waka | Transport

Aim: Manage the transport network so it's sustainable, safe and efficient  
key groups of activities: Transport, Parking

Quarter overview

- Headlines
- Of the 8 performance measures with an available result, 4 were either met or mainly met target at the end of the quarter; two KPIs were exceeded. The two unfavourable KPI results related to parking occupancy.
  - The transport operating and capital budgets were underspent at the end of the quarter (i.e. OPEX - Lower metering and enforcement revenue; CAPEX - cycleways, Ngaio Gorge works).
  - Work advanced during the quarter included activity for Electric vehicles, Let's Get Wellington Moving, LED street lighting and Miramar parking.

KPIs - performance against target					Financial - Performance against budget	
Target exceeded by >10%	Target met - within plus 10% of target	Target mainly met < 10% under target	Target not met > 10% under target	Not measured this quarter	Net operating expenditure	Capital expenditure
2	2	2	2	26		
Total measures: 34 (3 are required by statute, 25 annual)					The main underspend relates to lower than budgeted metering and enforcement revenue	
Total baseline* measures: 1					The main underspend relates to continuing delays in the cycleways programme (\$5.4m forecast underspend) and delays in the Ngaio Gorge works programme (\$3.4m underspend)	
*A measure with a 'baseline target' means that:						
<ul style="list-style-type: none"><li>the measure is new and this year will be used to establish a basis from which targets can be set; and</li><li>performance against target is therefore not reported this quarter.</li></ul>						

What we did - snapshot

- Transport
- Electric vehicles (EV). We partnered with Contact Energy and ChargeNet New Zealand to increase the number of fast chargers in the central city, alleviating pressure on the busiest charger in the country located at Z Vivian Street. We've also placed an order for three more EVs, bringing our fleet to 7.
  - Let's Get Wellington Moving. We've completed work on a recommended programme of investment and are currently engaging with central government ahead of releasing the programme.
  - Strengthening works. We carried out a number of strengthening and remedial works. This includes investigation work into options for permanent remedial work to stabilise the slopes in Ngaio Gorge Road which were subject to major landslides in 2017. We progressed design and consenting work for the strengthening of the Seatoun Tunnel which is the last of the Council's four road tunnels to be earthquake strengthened after Karori, Northland and Hataitai bus tunnel.
  - LED street lighting. Of a total 16,000 old streetlights, we retrofitted 5643 with new LED lights in the three months to 30 September. That brings the

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total number of LED lights retrofitted so far to 11,000, or 70 percent of the project. Completion is scheduled for February/March 2019.  
Parking

- *Miramar parking scheme.* A 24-hour time restricted parking scheme designed to mitigate parking pressure in local residential streets was

introduced resulting from airport-related non-resident parking was implemented in September 2017. The scheme resulted in considerably fewer vehicles being parked both during daytime and at night in the restricted area. At this stage, the scheme will continue to operate unchanged.

### Detailed quarter performance by exception

The following budget item(s) and performance measure(s) below are those with a result for the quarter that is greater than 10% of target or within 10% of budget. Variances greater than 10% can indicate (for example) underutilised resources, insufficient capacity etc. Details on *all* KPIs are in Appendix 1 with capital and operating (OPEX) expenditure details Appendix 2.

### Financial performance by exception

Operating expenditure by exception (> 10% of budget) \$000s						Capital expenditure (where target is not met by >10%) \$000s					
Activity	Year to date			Full year		Activity	Year to date			Full year	
	Actual	Budget	Variance	Forecast	Budget		Actual	Budget	Variance	Forecast	Budget
7.2 Parking	(2,822)	(3,944)	(1,121)	(14,715)	(15,465)	7.1 Transport	11,459	20,534	9,075	65,410	74,430
<b>Overspend</b>	Under budget due to lower than budgeted metering and enforcement revenue					<b>Underspend</b>	Under budget due to a number of transport projects not commencing until Q2, with Let's Get Wellington Moving work unlikely to start until 2019/20. The cycling programme is also currently behind plan and forecast to be under spent by year end. The LED streetlight project is expected to be over budget at year end with actual costs being higher than planned (offset by an increase in NZTA funding).				
						7.2 Parking	548	259	(290)	1,024	1,024
						<b>Overspend</b>	Over budget due to the work programme to replace the damaged parking assets. Timing difference only.				

### Performance measures (KPIs) by exception

The following non-financial (performance measure) results include an informed forecast of the next quarter's expected result. Forecasts are provided only where there is sufficient information to support them.

Performance measure	Q1 Actual	Target 2018/19	Variance	Variance explanation	Q2 Forecast or Target (T)
<b>7.2 parking</b>					
Parking areas with 85% or less car park occupancy during weekdays (weekdays 08:00-18:00)	58%	<85%	-32%	Previous year data was based on a visual survey. With the introduction of parking sensors, this year's results are based on data sampling from the sensors. This data will be used to inform an appropriate operating	-

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Performance measure	Q1 Actual	Target 2018/19	Variance	Variance explanation	Q2 Forecast or Target (T)
Parking areas with 85% or less car park occupancy during weekends (weekends 08:00-18:00)	65%	<85%	-24%	target for the future and the impact of recent parking policy changes Previous year data was based on a visual survey. With the introduction of parking sensors, this year's results are based on data sampling from the sensors. This data will be used to inform an appropriate operating target for the future and the impact of recent parking policy changes	-



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## Consolidated financial performance 1 July -30 September 2018

This section details the Councils consolidated financial performance for the quarter. Numbers in brackets indicated an unfavourable variance from budget.

	YTD Actual 2019 (\$'000)	YTD Budget 2019 (\$'000)	YTD Variance 2019 (\$'000)	Full Year Forecast 2019 (\$'000)	* Revised Budget 2019 (\$'000)	Annual Plan 2019 (\$'000)
Rates revenue	77,492	77,676	(184)	310,704	310,704	310,704
Revenue from Activities	31,197	32,010	(813)	142,273	143,055	143,055
Investments revenue	2,743	3,008	(265)	24,196	24,196	24,196
Finance revenue	-	3	(3)	13	13	13
Other revenue	9,945	10,643	(698)	41,808	41,808	41,808
Development Contributions	1,147	500	647	2,000	2,000	2,000
<b>Total Revenue</b>	<b>122,524</b>	<b>123,840</b>	<b>(1,316)</b>	<b>520,994</b>	<b>521,776</b>	<b>521,776</b>
Personnel expenses	28,336	27,783	(553)	113,990	111,966	111,815
General expenses	65,287	67,062	1,775	253,662	254,239	254,390
Finance expense	5,450	6,230	780	24,918	24,918	24,918
Depreciation and Amortisation	26,970	29,790	2,820	116,558	117,158	117,158
<b>Total expense</b>	<b>126,043</b>	<b>130,865</b>	<b>4,822</b>	<b>509,128</b>	<b>508,281</b>	<b>508,281</b>
<b>Net operating surplus / (deficit)</b>	<b>(3,519)</b>	<b>(7,025)</b>	<b>3,506</b>	<b>11,866</b>	<b>13,495</b>	<b>13,495</b>

\* The Revised Budget includes minor adjustments made after the publication of the Long-term Plan 2018-28

### Full year forecast

The forecast Net Operating Surplus for the year is currently \$1.6m less than budget. The main unfavourable forecast variances are the Personnel expenses (\$2.0m) due to the expected impact of the increase to the budgeted vacancy loading; and Revenue from operating activities (\$0.8m) due to forecast Parking revenue being under budget. These unfavourable variances are offset by a favourable variance in the forecast General expenses due to the lower Rent as a result of the delay in moving Council to alternative office accommodation on the Terrace.

### Year to date (as at 30 September 2018)

The year-to-date net operating **deficit** of (\$3.519m) is \$3.506m better than the budgeted **deficit** of (\$7.025m). This favourable variance is due to:

(a) **Revenue:** Year-to-date total revenue is **below** budget by \$1.316m:

- Revenue from operating activities is \$0.8m **lower** than budget is largely due to lower Parking revenue (\$1.3m) from the late implementation of the weekend parking fee, lower fines and penalties revenue. This is offset by additional revenue for contaminated/special waste disposal from city and regional projects \$0.6m (this favourable variance is in an operating area that is ring-fenced).
- Other revenue is \$0.7m **lower** than budget mainly due to lower revenue from NZTA for capital projects (timing).

(b) **Expenses:** Year-to-date total expenses are under budget by \$4.822m:

- Depreciation and amortisation is \$2.8m under budget. This is a timing difference only at this stage of the year.
- General expenses are \$1.8m under budget mainly due to lower rent as a result of the delay in moving Council staff to alternative office accommodation on the Terrace.

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## Expenditure and borrowing

### Net operating expenditure

Net Operating Expenditure by Strategy Area	YTD			Full Year	
	Actual	Budget	Variance	Forecast	Budget
	\$000's	\$000's	\$000's		\$000's
Governance	4,081	4,467	386	17,567	17,567
Environment	38,822	39,715	893	155,049	155,019
Economic Development	5,711	7,406	1,695	21,729	21,729
Cultural Wellbeing	8,873	8,627	(246)	21,804	21,742
Social and Recreation	19,000	21,059	2,059	81,145	80,444
Urban Development	4,270	4,666	396	18,510	18,510
Transport	10,095	9,960	(135)	40,975	40,225
<b>Total strategy area</b>	<b>90,853</b>	<b>95,900</b>	<b>5,047</b>	<b>356,777</b>	<b>355,234</b>
Organisational Projects	(87,334)	(88,875)	(1,541)	(368,643)	(368,729)
<b>Total</b>	<b>3,519</b>	<b>7,025</b>	<b>3,507</b>	<b>(11,866)</b>	<b>(13,495)</b>

### Capital Expenditure

Capital Expenditure by Strategy Area	YTD			Full Year	
	Actual	Budget	Variance	Forecast	Budget
	\$000's	\$000's	\$000's	\$000's	\$000's
Governance	0	6	6	22	22
Environment	10,299	8,946	(1,353)	49,485	49,885
Economic Development	104	802	698	3,650	3,650
Cultural Wellbeing	193	52	(142)	1,802	1,802
Social and Recreation <sup>(1)</sup>	6,856	8,060	1,204	36,433	41,149
Urban Development <sup>(2)</sup>	4,903	8,644	3,741	32,123	43,436
Transport <sup>(3)</sup>	12,008	20,793	8,785	66,434	75,454
<b>Total strategy area</b>	<b>34,363</b>	<b>47,303</b>	<b>12,940</b>	<b>189,948</b>	<b>215,396</b>
Organisational projects <sup>(4)</sup>	5,175	6,045	870	26,660	31,160
<b>Total</b>	<b>39,538</b>	<b>53,348</b>	<b>13,810</b>	<b>216,608</b>	<b>246,557</b>

**Notes - capital expenditure:** The latest full year forecast capital expenditure position includes the following reprogramming of capital expenditure in 2018/19:

<sup>(1)</sup> Newtown and Aro Valley community centre upgrade programmes delayed - \$4.0m forecast underspend

<sup>(2)</sup> Delays in the Town Hall earthquake strengthening project - forecast underspend \$8.0m

<sup>(3)</sup> Continuing delays in the cycleways programme - \$5.4m forecast underspend) and delays in the Ngaio Gorge works programme - \$3.4m underspend)

<sup>(4)</sup> Delays in the workplace efficiency programme - forecast underspend of \$2.5m

### Summary of forecast adjustments to capital expenditure

Strategy Area	Final carry forwards from 2017/18 (\$000's)	2017/18 overspends brought back from 2018/19 (\$000's)	Proposed 2018/19 overspends (\$000's)
Governance	-	(24)	-
Environment	405	(2,550)	-
Economic Development	293	-	-
Cultural Wellbeing	896	-	-
Social and Recreation	1,534	(24)	-
Urban Development	1,287	(2,121)	937
Transport	1,491	(361)	(2,130)
Council	1,540	(292)	-
<b>Totals</b>	<b>7,447</b>	<b>(5,373)</b>	<b>(3,067)</b>

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## Borrowings

Total committed borrowing facilities as at the end of September are \$631.5m (*June 2018: \$612.5m*) providing headroom of \$129.5m (*\$139.0m*). Our liquidity ratio is at 124% compared to the policy minimum of 115%.

## Treasury policy compliance

At 30 September 2018 all of the core policy compliance was:

### Prudential treasury limits

Prudential limits	Policy limit (%)	Actual (%)	Compliance
Borrowing as a % of income	<175	96.0	Yes
Net interest as a % of annual rates income	<20	7.6	Yes

**Notes:** Net interest is actual. Annual rates and income are based on 2018/19 Annual Plan.

Interest rate risk control limits (interest rate exposure)	Policy limit (%)	Actual (%)	Compliance
Year 1	50-80	77	Yes
Year 2	45-80	72	Yes
Year 3	40-80	57	Yes
Year 4	35-75	47	Yes
Year 5	30-70	38	Yes
Year 6	20-65	29	Yes

Interest rate risk control limits (interest rate exposure)	Policy limit (%)	Actual (%)	Compliance
Year 7	10-60	25	Yes
Year 8	0-55	16	Yes
Year 9	0-50	15	Yes
Year 10	0-45	12	Yes
Year 11	0-40	8	Yes
Year 12	0-35	6	Yes
Year 13	0-30	4	Yes
Year 14	0-30	2	Yes
Year 15	0-30	0	Yes
Year 16	0-30	0	Yes

Liquidity/funding risk (access to funds)	Policy limit (%)	Actual (%)	Compliance
Liquidity/funding risk (access to funds)	>115	124	Yes
Broken down: 0-3 year bucket	20-60	36	Yes
Broken down: 3-5 year bucket	20-60	33	Yes
Broken down: 5+ year bucket	15-60	31	Yes

**Notes:** Liquidity is defined as: Current borrowings *plus* committed loan facilities *divided by* current net external debt (for the purpose of measuring liquidity, short dated Commercial Paper is excluded)



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## Appendix One: Detailed Performance against target (all measures)

Appendix one contains detailed results against target for **all** measures in each activity area. As many measures are new for 2017-18, next quarter forecasts/ targets are supplied where there is sufficient performance information to reliably support valid forward view. The quarter result for each measure includes an end of quarter status indicator that reflects the following definitions. For more information on measures that have a variance greater than 10% of target or budget see the relevant activity area in Section Two.

Status	Definition
● Blue	Target exceeded (i.e. the actual result is <b>greater than</b> 10% over target)
● Green	Target met (i.e. actual result <b>is between</b> target and 10% over of target)
● Amber	Target mainly met (i.e. the actual result <b>is between</b> target and 10% under target).
● Red	Target not met (i.e. the actual result is <b>greater than</b> 10% under target)
N or Annual	Not measured this quarter (data timing) or measured once annually
Trend	Target is a trend in a desired direction
Baseline	New measure with no current target. The first year's data will be used to set subsequent years targets
*	The measure is mandatory

### Mana Whakahaere | Governance

1.1 Mana Whakahaere, Pārongo me ngā mahi whai wāhi   Governance, information and engagement					
Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
<b>Facilitating democratic decision-making</b>					
Meeting and committee agendas (%) made available to the public within statutory timeframes	100%	100%	0%	● Green	100%
Meeting and committee agendas (%) made available to the public at least 4 days prior to meetings	70%	71%	1%	● Green	80%
<b>Community engagement</b>					
Residents (%) who believe they have adequate opportunities to have their say in Council activities	45%	-	-	Annual	-
Residents (%) who state they are satisfied with how the Council makes decisions	45%	-	-	Annual	-
<b>Providing information and a point of contact</b>					
Contact Centre - Contacts responded	80%	81%	1%	● Green	80%

1.1 Mana Whakahaere, Pārongo me ngā mahi whai wāhi   Governance, information and engagement					
Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
to within target timeframes (calls)					
Contact Centre - Contacts responded to within target timeframes (emails)	80%	99%	24%	● Blue	100%
City Archives – users (%) satisfied with services and facilities	75%	-	-	Annual	-
Residents (%) who agree that Council information is easy to access (via website, libraries, social media, newspapers etc.)	55%	-	-	Annual	-
Residents (%) who agree that the Council is proactive in informing residents about their city	70%	-	-	Annual	-
Official information requests (%) handled within Local Government Official Information and Meetings Act legislative timeframe	Baseline	96%	-	Baseline	-
1.2 Rangapū Māori/Mana Whenua   Māori and mana whenua partnerships					
Relationship with mana whenua					

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1.1 Mana Whakahaere, Pārongo me ngā mahi whai wāhi | Governance, information and engagement

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
Mana whenua satisfaction with their relationship with Wellington City Council	Satisfied	-	-	Annual	-
The extent to which (how satisfied) mana whenua partners believe (are) that the Council is meeting its obligations under Te Tiriti o Waitangi with respect to Partnership, Protection and Participation (narrative-based measure based on interviews)	Satisfied	-	-	Annual	-
<b>Engaging Māori residents in decisions</b>					
Māori residents (%) who believe that they have adequate opportunities to have their say in decision-making	75%	-	-	Annual	-
<b>Promoting Māori culture</b>					
Māori residents (%) who agree that the Council is taking an active role in revitalising te reo Māori and revitalising Māori cultural heritage	75%	-	-	Annual	-

Taiao | Environment

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
<b>2.1 Parks, beaches and open spaces</b>					
<b>Utilisation</b>					
Number of visitors to the Wellington Botanic Gardens and Otari-Wilton's Bush	1,280,000	449,343	40%	●	700,000
Number of formal education attendees at Council programmes (School & Community)	Baseline	203	-	Baseline	-
<b>Attractiveness</b>					
Residents (%) satisfied with the quality and maintenance of green open spaces (local parks and reserves, playgrounds, botanic gardens, beaches and coastal areas,	90%	-	-	Annual	-

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
walkways and trails, waterfront, forested areas and green belts)					
<b>Protecting and enhancing our biodiversity</b>					
Establish 2 million native plants by 2025	1,650,000	-	-	Annual	-
Hectares of high-value biodiversity sites covered by coordinated pest management	Baseline	-	-	Annual	-
<b>Affordability</b>					
Cost to the ratepayer per visitor to the Wellington Botanic Gardens and Otari-Wilton's Bush	Baseline	-	-	Annual	-
<b>Community engagement</b>					
Proportion of households engaged in Council-coordinated pest trapping	Baseline	-	-	Annual	-
Number of plants supplied for community planting	35,000	-	-	Annual	-
<b>2.2 Waste reduction and energy conservation</b>					
<b>Recycling</b>					
Residents (%) who use recycling services regularly	90%	-	-	Annual	-
<b>Affordability</b>					
Cost per household (per annum) for kerbside recycling	Baseline	-	-	Annual	-
<b>Customer satisfaction</b>					
Residents (%) satisfied with kerbside recycling service	85%	-	-	Annual	-
Users (%) satisfied with waste collection service	90%	-	-	Annual	-
<b>Sustainable landfill operation</b>					
Estimated efficiency of gas capture system (% of estimated gas produced that is captured and destroyed)	Baseline	-	-	Annual	-
<b>Waste minimisation activities</b>					
Volume of waste diverted from landfill	17,500	4,332	-1%	●	-
Number of participants in waste	Baseline	0	0%	Baseline	-



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Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
minimisation and education programmes					
<b>Energy conservation</b>					
Energy cost (\$)	Baseline	1,398,450	-	Baseline	-
Amount of energy used (KWH)	Baseline	12,995,398	-	Baseline	-
Estimated energy savings (KWH)	Baseline	1,249,446 kWh	-	Baseline	-
<b>2.3 Waimāori   Water supply</b>					
<b>Clean and safe</b>					
Compliance with Drinking Water Standards for NZ 2005 (revised 2008) (Part 4 bacterial compliance criteria)*	Compliant	-	0%	Annual	-
Compliance with Drinking Water Standards for NZ 2005 (revised 2008) (Part 5 protozoal compliance criteria)*	Compliant	-	0%	Annual	-
<b>Meeting customer expectations</b>					
Number of complaints about the drinking water's clarity, taste, odour, pressure or flow, continuity of supply, and supplier responsiveness, expressed per 1000 connections*	<20	2.7	46%		-
<b>Continuity of supply and resolution of faults</b>					
Median response time for attendance for urgent call outs*	60 min	47	22%		-
Median response time for resolution for urgent call outs*	4 hours	3.52	12%		-
Median response time for attendance for non-urgent call outs*	36 hours	52.03	-45%		-
Median response time for resolution for non-urgent call outs*	5 days	3.11	38%		-
Water supply interruptions (measured as customer hours)	Baseline	0.26	0%	Baseline	-
<b>Efficiency and sustainability</b>					
Percentage of real water loss from networked reticulation system and description of methodology used*	<17%	-	-	Annual	-

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
Average drinking water consumption resident/day*	365ltr	-	-		-
<b>2.4 Waipara   Wastewater</b>					
<b>Utilisation</b>					
Dry weather wastewater overflows, expressed per 1000 connections*	0	0.44	-100%	not met	-
Compliance with the resource consents for discharge from the sewerage system, measured by the number of:	0	0	0%	(Overall)	-
Abatement notices	0	0	0%		-
Infringement notices	0	0	0%		-
Enforcement orders	0	0	0%		-
Convictions*	0	0	0%		-
<b>Meeting customer expectations</b>					
Number of complaints about the wastewater odour, system faults, blockages, and supplier responsiveness, expressed per 1000 connections*	<30/1000	3.98	47%		-
<b>Continuity of service and resolution of faults</b>					
Number of wastewater reticulation incidents per km of reticulation pipeline (blockages)	≤0.8	0.13	84%		-
Median response time for wastewater overflows* (attendance time)	≤1 hour	0.7	30%		-
Median response time for wastewater overflows* (resolution time)	≤6 hours	2.93	51%		-
<b>2.5 Waiāwhā   Stormwater</b>					
<b>Continuity of service and resolution of faults</b>					
Number of flooding events*	Baseline	0	0%		-
Number of pipeline blockages per km of pipeline	≤0.5	0.004	99%		-
Number of habitable floors per 1000 connected homes per flooding	Baseline	0	0%		-

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Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
event*					
Median response time to attend a flooding event*	≤60 minutes	45	25%	●	-
Days (%) during the bathing season (1 November to 31 March) that the monitored beaches are suitable for recreational use	90%	-	-	Annual	-
Monitored sites (%) that have a rolling 12 month median value for E.coli (dry weather samples) that do not exceed 1000 cfu/100ml	90%	-	-	●	-
Compliance with the resource consents for discharge from the stormwater system, measured by the number of:	0	0	0%	●	-
Abatement notices	0	0	0%	●	-
Infringement notices	0	0	0%	●	-
Enforcement orders	0	0	0%	●	-
Convictions*	0	0	0%	●	-
<b>Meeting customer expectations</b>					
Number of complaints about stormwater system performance per 1000 connections*	<20/1000	1.99	60%	●	-
Residents (%) satisfied with the stormwater system	75%	-	0%	Annual	-
<b>2.6 Ngā painga kukume Papa Atawha   Conservation attractions</b>					
<b>Wellington Zoo</b>					
Total number of visitors	244,420	49,970	15%	●	(Q2) 69,272 (T) 117,773
Education visitors	10,500	3,309	26%	●	-
Visitor satisfaction (rating out of 10)	8.5	NA	-	Annual	-
Conservation Programme Managed Species (% of total collection).	trend	NA	-	Annual	-

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
Average WCC subsidy per visitor	\$13.58	\$16.16	-19%	●	\$0.00
WCC full subsidy per visitor	\$21.73	\$21.73	0%	●	\$0.00
Total ownership cost to Council	Trend	\$ 1,300,000	-	Annual	-
Average income per visitor	\$17.21	\$20.28	-	●	\$0.00
Ratio of generated Trust income as % of WCC grant.	127%	NA	-	Annual	-
<b>Zealandia</b>					
Number of Visitors	99,300	22,818	59%	●	(Q2) 32,203 (T) 46,520
Number of Education visits	8,800	2,234	19%	●	(Q2) 3,468 (T) 5,350
Number of Individual memberships	10,800	10,999	2%	●	0
Cash subsidy (grant) per visit	\$8.80	\$9.40	-7%	●	\$0.00
Full cost per visitor	\$18.84	\$16.33	13%	●	\$0.00
Average revenue per visitor	\$26.48	\$33.94	28%	●	\$0.00
Non-WCC grant revenue equating to >75% of overall income	>75%	-	-	Annual	-
Non-Council donations & funding	\$270,000	-	-	Annual	-
Membership subscription revenue	\$312,100	\$64,312	-	Annual	-
Net surplus before depreciation and tax	\$324,000	-	-	Annual	-

\* = Mandatory measures  
**Trend** = indicates that we will monitor over time but have yet to set a target  
**Annual** = Not measured this quarter measured once annually  
**Baseline** = New measure with no current target. The first year's data will be used to set subsequent years targets

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### Whanaketanga ōhanga | Economic development

(Including Statement of Intent measures)

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
<b>3.1 City promotions and business support</b>					
<b>Business Improvement Districts</b>					
Total voluntary rates collected (from Business Improvement Districts) and distributed	289,000	-	-	Annual	-
<b>WREDA</b>					
WREDA - Positively Wellington Tourism partnership funding	Maintain Council's funding at less than 50% of total income	-	-	Annual	-
Value of business events (\$m)	\$25m	8.2	-	Annual	-
Total number of events held in Wellington	440	129	-	Annual	-
Wellington's share of the multi day conferences	19%	-	-	Annual	-
Net permanent and long term arrivals	3,650	-	-	Annual	-
Total visitor spend (\$m)	\$2,640m	-	-	Annual	-
Return on Investment via out of Wellington spend	20:01	-	-	Annual	-
Total event attendance	700,000	74,539	-	Annual	-
Lightning Lab participant investment raised	Trend	-	-	Annual	-
Non-council revenue (\$)	Trend	-	-	Annual	-
WCC operating grants (\$)	Trend	-	-	Annual	-
GWRC grants (\$)	Trend	-	-	Annual	-
Total revenue (\$)	Trend	\$8,200,000	-	Annual	-
Operating costs (\$)	Trend	\$7,260,000	-	Annual	-
Net surplus /loss (\$)	Trend	\$900,000	-	Annual	-
Number of actively supported businesses through regional	445	94	-	Annual	-

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
<b>business partner programme</b>					
<b>Wellington Regional Stadium Trust</b>					
Total number of events	45-50	-	-	Annual	-
Attendance	Trend	-	-	Annual	-
Customer satisfaction	Trend	-	-	Annual	-
Total revenue (\$000)	Trend	-	-	Annual	-
Event revenue (\$000)	Trend	-	-	Annual	-
Net surplus (\$000)	\$289,000	-	-	Annual	-
Trend = indicates that we will monitor over time but have yet to set a target Annual = Not measured this quarter measured once annually					

### Oranga ahurea | Cultural wellbeing

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
<b>4.1 Arts and cultural activities</b>					
<b>High quality events</b>					
Attendees (%) satisfied with Council-delivered arts and cultural festivals	90%	-	-	Annual	-
Estimated attendance at WCC-supported and delivered events.	Trend	-	-	Annual	-
<b>Arts and cultural sector support</b>					
Users (%) satisfied with Toi Pōneke facilities and services	90%	-	-	Annual	-
<b>Funding Success</b>					
Grant outcomes (%) achieved (through funded outcomes – four out of five - being met) - Arts and Culture Fund	80%	81%	1%	●	-
<b>Wellington Museums Trust - utilisation</b>					
Total visitors:					(Q2)
	753,500	147,707	8%	●	174,150 (T)
					310,550
City Gallery Wellington	170,000	40,179	-11%	●	(Q2)

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
					40,000 (T) 85,000 (Q2)
Wellington Museum	132,000	23,927	-11%	●	35,000 (T) 62,000 (Q2)
Cable Car Museum	237,000	42,789	40%	Exceeded	65,500 (T) 96,000 (Q2)
Capital E	2,000	275	-8%	●	500 (T) 800 (Q2)
Space Place	157,500	27,145	26%	-	21,150 (T) 42,750 (Q2)
<b>Wellington Museums Trust - Funding support</b>					
Full WCC subsidy per visit- City Gallery Wellington	\$16.05	\$15.38	4%	●	-
Museums Wellington (including Wellington Museum, Cable Car Museum and Nairn St Cottage)	\$7.42	-	0%	Annual	-
Capital E	\$14.91	-	-	Annual	-
Space Place	\$14.22	-	-	Annual	-
Total Revenue (trading and fundraising 000)	\$4,079.00	-	-	Annual	-
Total ownership cost to Council	Trend	-	-	Annual	-
Percentage of visitors who rate the quality of their experience (good or very good)	90%	-	-	Annual	-
<b>Trend = indicates that we will monitor over time but have yet to set a target Annual = Not measured this quarter measured once annually</b>					

## Kaupapa Pāpori me ngā Mahi a Rēhia | Social and recreation

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
<b>5.1 Recreation promotion and support</b>					
<b>High quality experience</b>					
User satisfaction (%) - pools	90%	-	-	Annual	-
User satisfaction (%) - recreation centres including ASB Sports Centre	90%	-	-	Annual	-
User satisfaction (%) - sportsfields (grass)	85%	-	-	Annual	-
User satisfaction (%) - sportsfields (artificial)	85%	-	-	Annual	-
Scheduled sports games and trainings (%) that take place (all sportsfields winter)	Baseline	-	-	Annual	-
Scheduled sports games and trainings (%) that take place (all sportsfields summer)	Baseline	-	-	Annual	-
<b>Utilisation</b>					
Artificial sports-field (%) utilisation - peak winter	80%	-	-	Annual	-
Artificial sports-field (%) utilisation - peak summer	40%	-	-	Annual	-
Artificial sports-field (%) utilisation - off-peak winter	25%	-	-	Annual	-
Artificial sports-field (%) utilisation - off-peak summer	20%	-	-	Annual	-
Swimming pool visits (by facility)	1,318,000	298,457	-1%	●	615,000
WRAC	140230	143,155	2%	●	-
Tawa	10419	7,428	-29%	●	-
Freyberg	53784	57,522	7%	●	-
Keith Spry	53488	44,082	-18%	●	-
Karori	44320	46,270	4%	●	-
Thorndon	-	Not open	-	-	-



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Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
Khandallah	-	Not open	-	-	-
Marinas occupancy (%)	96%	98%	2%	●	97%
Recreation centres total visits (including ASB Sports Centre)	1,155,000 (overall)	361,718 (overall)	15%	●	262,259 (T)
Karori Rec Centre	56450	30,797	-3%	●	24,700 (T)
Kilbirnie Rec Centre	41700	24,244	5%	●	18,500 (T)
Nairnville Rec Centre	75700	39,533	-5%	●	34,200 (T)
Tawa Rec Centre	14300	7,639	-5%	●	6,300 (T)
ASB Sports Centre	389,170	259,505	23%	●	178,559 (T)
ASB Sports Centre court space utilisation (%) - peak	65%	-	-	Annual	-
ASB Sports Centre court space utilisation (%) - off-peak	50%	-	-	Annual	-
Number of uses of Leisure Card	142,000	39,220	8%	●	75,000
Berhampore Golf course users (TBC)	Baseline	316	-	Baseline	-
<b>Affordability</b>					
Residents' perception that pool admission charges are affordable	Baseline	-	-	Annual	-
Ratepayer subsidy per swim	Baseline	-	-	Annual	-
Ratepayer subsidy per court/hour (ASB Sports Centre)	Baseline	-	-	Annual	-
<b>City recreation promotion</b>					
Number of international and national events at Council recreation facilities and estimated attendees	Baseline	-	-	Annual	-
<b>Basin Reserve Trust</b>					
Basin Reserve - Total event days (excluding practice days)	96	16	-	Annual	-
Attendance at all events	41,000	2,500	-	Annual	-
Practice facility usage days	100	11	-	Annual	-
Number of function days	25	8	-	Annual	-

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
Event income	Trend	-	-	Annual	-
Operational grant per attendance	Trend	-	-	Annual	-
Non-council revenue earned (\$)	Trend	-	-	Annual	-
Council operating grant (\$000)	\$ 659	-	-	Annual	-
Total revenue earned (\$000)	\$1,005	\$315	-	Annual	-

## 5.2 Community Support

## Libraries experience

User satisfaction (%) with library services	90%	-	-	Annual	-
User satisfaction (%) with library facilities	Baseline	-	-	Annual	-
User satisfaction (%) with library collection (physical)	75%	-	-	Annual	-
User satisfaction (%) with library collection (e-library)	80%	-	-	Annual	-

## Libraries utilisation

Library items issued (physical)	Baseline	619,811	0%	Baseline	-
Library items issued (e-library)	320,000	106,521	33%	●	-
Estimates of attendees of library programmes	74,000	19,807	7%	●	-
Library physical visits	2,500,000	633,630	1%	●	-
Library website visits	3,200,000	1,285,549	61%	●	-
Residents (%) who are active library users	75%	-	0%	Annual	-

## Libraries amenity

Customers (%) who think the library helped them to gain new knowledge and skills	Baseline	-	-	Annual	-
Customers (%) who think the library helped them to connect with others and ideas	Baseline	-	-	Annual	-
Customers (%) who think the library helped them to improve their job and earning potential	Baseline	-	-	Annual	-

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Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
Customers (%) who think the library contributed to their sense of belonging in the community	Baseline	-	-	Annual	-
<b>Libraries affordability</b>					
Cost to the ratepayer per library transaction	Baseline	\$2.08	-	Baseline	-
<b>Community centres utilisation</b>					
Occupancy (%) of Council community centres and halls	45%	46%	3%	●	42%
<b>Community advocacy</b>					
Homelessness - % of known street homeless people supported by agencies	Baseline	-	-	Annual	-
<b>Funding success</b>					
Grants outcomes (%) achieved (through funded outcomes – four out of five – being met) - Social and Recreation Fund	80%	-	-	Annual	-
<b>Housing quality and usage</b>					
Tenant satisfaction (%) with services and facilities	90%	-	-	Annual	-
Tenant rating (%) of the overall condition of their house/apartment (average, good, and very good)	90%	-	-	Annual	-
Tenant (%) sense of safety in their complex at night	75%	-	-	Annual	-
Occupancy rate of available housing facilities	90%	95%	6%	●	-
All tenants (existing and new) housed within policy	98%	99%	1%	●	-
<b>Housing upgrade project</b>					
Agreed milestones, design standards and budgets are met in accordance with the agreed works programme and Deed of Grant between the Crown and the Council	To achieve	-	-	Annual	-
<b>5.3 Public health and safety</b>					
<b>Compliance</b>					

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
Food registrations - premises (%) inspected within Food Act regulation required timeframes (new business and existing businesses)	100%	Data collection being setup	-	-	-
<b>Efficiency</b>					
Alcohol licences - high risk premises (%) inspected	100%	4/117	0%	Baseline	0%
Alcohol licences - high to very high premises (%) inspected during peak time	50%	9%	NA	●	-
Alcohol licences - very high risk premises (%) inspected twice during the year	100%	10%	NA	●	-
<b>Timeliness</b>					
Graffiti removal – response time frames (%) met	80%	-	0%	Annual	0%
Dog control - urgent requests (%) responded to within 1 hour	100%	97%	-3%	●	90%
Dog control - non-urgent requests (%) responded to within 24 hours	99%	97%	-3%	●	99%
Public toilets - urgent requests (%) responded to within 4 hours	100%	98%	-2%	●	99%
Public toilets - non-urgent requests (%) responded to within 3 days	95%	94%	11%	●	95%
<b>Hygiene standard</b>					
Toilets (%) that meet required cleanliness and maintenance performance standards	95%	97%	2%	●	96%
<b>Trend</b> = indicates that we will monitor over time but have yet to set a target <b>Annual</b> = Not measured this quarter measured once annually <b>Baseline</b> = New measure with no current target. The first year's data will be used to set subsequent years targets					

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### Tāone tupu ora | Urban development

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
<b>6.1 Urban planning, heritage and public spaces development</b>					
<i>High-quality development</i>					
Residents (%) who agree that new buildings constructed in the city maintain or enhance the city's attractiveness	Baseline	-	-	Annual	-
Residents (%) who agree that regeneration of areas of the city adds to its vibrancy (e.g. laneways)	Baseline	-	-	Annual	-
Residents (%) who agree that the public areas of their suburban centre - encourage use, feel safe and are well designed	Baseline	-	-	Annual	-
Economic impact of urban regeneration projects (specific methodology to be scoped)	Baseline	-	-	Annual	-
<i>Protecting heritage</i>					
Residents (%) who agree that heritage items are adequately valued and protected in the City	65%	-	-	Annual	-
Number of heritage-listed buildings that are earthquake prone	baseline	-	-	Annual	-
Residents (%) who agree that the character of historic suburbs is adequately retained	70%	-	-	Annual	-
<i>High-quality development</i>					
Residents (%) who agree that new buildings constructed in the city maintain or enhance the city's attractiveness	Baseline	-	-	Annual	-
Residents (%) who agree that regeneration of areas of the city adds to its vibrancy (e.g. laneways)	Baseline	-	-	Annual	-
Residents (%) who agree that the public areas of their suburban centre - encourage use, feel safe and are well designed	Baseline	-	-	Annual	-
Economic impact of urban regeneration projects (specific	Baseline	-	-	Annual	-

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
methodology to be scoped)					
<i>Protecting heritage</i>					
Residents (%) who agree that heritage items are adequately valued and protected in the City	65%	-	-	Annual	-
Number of heritage-listed buildings that are earthquake prone	baseline	-	-	Annual	-
Residents (%) who agree that the character of historic suburbs is adequately retained	70%	-	-	Annual	-
<b>6.2 Building and development</b>					
<i>Effective planning</i>					
Residents' agreement that our building and development control settings strike the right balance between allowing development and preserving the character of the city	Baseline	NA	-	Annual	-
<i>Timeliness</i>					
Building consents (%) issued within 20 working days	100%	90%	-10%	●	95%
Code of compliance certificates (%) issued within 20 working days	100%	80%	-20%	●	90%
Land Information Memorandums (LIMs) (%) issued within 10 working days	100%	100%	0%	●	100%
Resource consents (non-notified) (%) issued within statutory time frames	100%	100%	0%	●	90%
Resource consents (%) that are monitored within 3 months of project commencement	100%	98%	-2%	●	95%
Subdivision certificates – Section 223 certificates (%) issued within statutory timeframes	100%	94%	-6%	●	95%
Noise control (excessive noise) complaints (%) investigated within 1 hour	90%	98%	9%	●	98%
<i>Customer focus</i>					
Customers (%) who rate building control service as good or very good	70%	-	-	Annual	-

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Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
Customers (%) who rate resource consent service as good or very good	Baseline	-	-	Annual	-
<b>Compliance</b>					
Building Consent Authority (BCA) accreditation retention	Retain	-	-	Annual	Retain
<b>Trend</b> = indicates that we will monitor over time but have yet to set a target <b>Annual</b> = Not measured this quarter measured once annually <b>Baseline</b> = New measure with no current target. The first year's data will be used to set subsequent years targets					

## Waka | Transport

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
<b>7.1 Transport network</b>					
<b>Network condition and maintenance</b>					
Roads (%) that meet smooth roads standards* - high volume and regional roads	85%	-	-	Annual	-
Roads (%) which meet smooth roads standards* - all other roads	75%	-	-	Annual	-
Structures (%) that have been condition rated in the past five years - walls	100%	-	-	Annual	-
Structures (%) that have been condition rated in the past five years - bridges and tunnels	100%	-	-	Annual	-
Structures (%) in serviceable (average) condition or better - walls	97%	-	-	Annual	-
Structures (%) in serviceable (average) condition or better - bridges and tunnels	100%	-	-	Annual	-
Residents (%) satisfied with street lighting in the central city	85%	-	-	Annual	-
Residents (%) satisfied with street	75%	-	-	Annual	-

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
lighting in suburbs					
Requests for service (%) response rate - urgent within 2 hours*	98%	96%	-2%	●	-
Requests for service (%) response rate - non-urgent within 15 days*	98%	95%	-3%	●	-
Footpaths (%) in average condition or better (measured against WCC condition standards*)	96%	-	-	Annual	-
Sealed local road network (%) that is resurfaced*	target range 8.9-9.9%	-	-	Annual	-
Residents (%) satisfaction with the condition of local roads in their neighbourhood	75%	-	-	Annual	-
<b>Active modes promotion</b>					
Number of pedestrians entering and leaving the CBD	increase on last year	-	-	Annual	-
Number of cyclists entering and leaving the CBD	increase on last year	-	-	Annual	-
<b>Network safety</b>					
Residents (%) who are satisfied with walking on the transport network	75%	-	-	Annual	-
Residents (%) who are satisfied with cycling on the transport network	75%	-	-	Annual	-
<b>Network efficiency and congestion</b>					
Residents (%) who think peak travel times are acceptable	majority	-	-	Annual	-
Peak travel times between CBD and suburbs (Kaori, Johnsonville, Island Bay and Miramar)	Each route <25min	-	-	Annual	-
<b>PT enablement</b>					
Inbound bus stops (%) that have a shelter (co-delivered with GWRC)	Baseline	-	-	Annual	-



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Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
<b>Wellington Cable Car Limited</b>					
Total passenger trips	1,135,246	216,349	-	●	325,642
Cable car user satisfaction survey - tourist (%) satisfaction (respondents who provide a rating greater than 6 on a 1-10 scale)	91%	98%	-	Annual	-
Total income (\$000)	\$6,282	\$1,581	29%	●	\$1,028,047
Fare revenue (\$000)	\$3,521	\$583	9%	●	\$0
Cable Car reliability (%)	99%	98%	8%	●	99%
Non-council revenue earned (\$)	Trend	1,613,447	-	Annual	\$1,718,000
Council capital grant (\$)	Trend	No grants made	-	Annual	-
Total cost to Council incl. grant + property costs (\$)	Trend	\$12,059	-	Annual	-
<b>7.2 Parking</b>					
<b>Efficiency</b>					
Gross profit (%) used to fund wider transport services	100%	-	-	Annual	-
<b>Equity</b>					
Residents (%) who perceive that parking enforcement is fair	>50%	-	-	Annual	-
<b>Availability</b>					
Parking areas with 85% or less car park occupancy during weekdays	<85%	58%	-32%	●	-
Parking areas with 85% or less car park occupancy during weekends	<85%	65%	-24%	●	-
Residents (%) satisfaction with the availability of on-street car parking (weekdays)	70%	-	-	Annual	-
Residents (%) satisfaction with the availability of on-street car parking (weekend)	70%	-	-	Annual	-

Performance measure	2018/19 target	Q1 Actual	Q1 Variance	Status	Q2 Forecast / target (T)
<b>Trend</b> = indicates that we will monitor over time but have yet to set a target <b>Annual</b> = Not measured this quarter measured once annually <b>Baseline</b> = New measure with no current target. The first year's data will be used to set subsequent years targets					

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## Appendix Two: Detailed Financial Performance information

### Detailed operating and capital expenditure for the quarter

#### (a) Operational expenditure

##### Governance

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
1.1	1000	Annual Planning	285	289	3	1,165
1.1	1001	Policy	321	328	8	1,325
1.1	1002	Committee & Council Process	1,547	1,836	289	7,275
1.1	1003	Strategic Planning	155	171	16	687
1.1	1004	Tawa Community Board- Discretionary	0	3	3	11
1.1	1007	WCC City Service Centre	746	696	(50)	2,815
1.1	1008	Call Centre SLA	1	57	56	224
1.1	1009	Valuation Services Contract	130	131	1	527
1.1	1010	Lands Information	272	327	55	1,315
1.1	1011	Archives	499	477	(22)	1,917
1.2	1012	Funding agreements – Maori	101	126	25	200
1.2			22	26	4	105
			<b>4,081</b>	<b>4,467</b>	<b>386</b>	<b>17,567</b>

##### Environment

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
2.1	1014	Parks and Reserves Planning	222	202	(19)	815
2.1	1015	Reserves Unplanned Maintenance	56	37	(19)	191
2.1	1016	Turf Management	322	346	24	1,396
2.1	1017	Park Furniture and Infrastructure Maintenance	469	413	(56)	1,717
2.1	1018	Parks and Buildings Maintenance	328	244	(84)	963
2.1	1019	Horticultural Operations	514	379	(135)	2,026
2.1	1020	Arboriculture Operations	356	311	(45)	1,395
2.1	1021	Botanic Gardens Services	1,222	1,281	59	4,963
2.1	1022	Coastal Operations	333	287	(46)	1,147
2.1	1024	Road Corridor Growth Control	274	199	(75)	802
2.1	1025	Street Cleaning	2,076	1,933	(143)	7,769
2.1	1026	Hazardous Trees Removal	42	106	65	469
2.1	1027	Town Belts Planting	354	297	(57)	1,005

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Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
2.1	1028	Townbelt-Reserves Management	816	791	(26)	3,408
2.1	1030	Community greening initiatives	110	165	55	659
2.1	1031	Environmental Grants Pool	33	60	27	100
2.1	1032	Walkway Maintenance	224	185	(39)	751
2.1	1033	Weeds & Hazardous Trees Monitoring	170	214	44	863
2.1	1034	Animal Pest Management	185	235	50	1,518
2.1	1035	Waterfront Public Space Management	1,256	1,472	216	5,870
2.2	1036	Landfill Operations & Maintenance	(960)	(444)	516	(1,810)
2.2	1037	Suburban Refuse Collection	56	(91)	(147)	(354)
2.2	1038	Domestic Recycling	432	454	23	1,188
2.2	1039	Waste Minimisation Info	167	247	80	986
2.2	1040	Litter Enforcement	2	2	0	9
2.2	1041	Closed Landfill Gas Monitoring	135	118	(17)	471
2.2	1042	Smart Energy	120	31	(89)	214
2.3	1043	Water - Meter Reading	39	24	(15)	98
2.3	1044	Water - Network Maintenance	1,094	1,235	141	4,963
2.3	1045	Water - Water Connections	(8)	(9)	(1)	(37)
2.3	1046	Water - Pump Stations Maintenance-Ops	302	265	(37)	1,065
2.3	1047	Water - Asset Stewardship	4,870	5,207	336	20,702

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
2.3	1048	Water - Reservoir-Dam Maintenance	16	12	(4)	48
2.3	1049	Water - Monitoring & Investigation	223	183	(40)	735
2.3	1050	Water - Asset Management	86	73	(14)	297
2.3	1051	Water - Bulk Water Purchase	4,304	4,364	60	17,455
2.4	1052	Wastewater - Asset Stewardship	4,217	4,529	312	18,027
2.4	1053	Wastewater - Trade Waste Monitoring & Investigation	(149)	20	169	84
2.4	1055	Wastewater - Network Maintenance	800	740	(59)	2,980
2.4	1057	Wastewater - Asset Management	142	100	(41)	407
2.4	1058	Wastewater - Monitoring & Investigation	288	301	14	1,221
2.4	1059	Wastewater - Pump Station Maintenance-Ops	267	340	73	1,365
2.4	1060	Wastewater - Treatment Plants	5,304	4,960	(345)	19,871
2.4	1062	Sewerage Disposal	316	321	5	1,281
2.5	1063	Stormwater - Asset Stewardship	3,385	3,622	236	14,422
2.5	1064	Stormwater - Network Maintenance	675	609	(66)	2,451
2.5	1065	Stormwater - Monitoring & Investigation	152	178	25	717
2.5	1066	Stormwater - Asset	183	138	(44)	562

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Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
		Management				
2.5	1067	Drainage Maintenance	218	220	2	883
2.5	1068	Stormwater - Pump Station Maintenance- Ops	17	15	(2)	59
2.6	1069	Karori Sanctuary	624	626	2	1,497
2.6	1070	Wellington Zoo Trust	2,144	2,170	27	5,332
<b>Activity area total</b>			<b>38,822</b>	<b>39,715</b>	<b>893</b>	<b>155,019</b>

#### Economic Development

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
3.1	1073	Positively Wellington Tourism	2,814	2,815	1	5,630
3.1	1074	Events Fund	1,711	1,711	0	4,773
3.1	1075	Wellington Venues	788	1,069	280	4,115
3.1	1076	Destination Wellington	0	444	444	1,775
3.1	1077	City Innovation	61	259	198	1,048
3.1	1078	Wellington Convention Centre	0	106	106	424
3.1	1081	Economic Growth Strategy	0	69	69	340
3.1	1082	City Growth Fund	106	466	360	1,750
3.1	1085	Film Museum	0	189	189	754
3.1	1087	International Relations	162	206	44	830
3.1	1088	Marsden Village	4	4	0	14
3.1	1089	Business Improvement Districts	69	69	0	275
<b>Activity area total</b>			<b>5,711</b>	<b>7,406</b>	<b>1,695</b>	<b>21,729</b>

#### Cultural Wellbeing

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
4.1	1090	Wellington Museums Trust	4,051	4,047	(4)	9,207
4.1	1091	Museum of Conflict	0	0	0	500
4.1	1092	Te Papa Funding	1,125	563	(563)	2,250
4.1	1093	Carter Observatory	271	273	3	725
4.1	1095	City Events Programme	398	1,133	734	2,727
4.1	1097	Citizen's Day - Mayoral Day	23	0	(23)	23
4.1	1098	Cultural Grants Pool	1,122	834	(288)	1,470
4.1	1099	Wgtn Convention Centre Community Subsidy	85	115	30	200
4.1	1100	City Arts Programme	65	90	25	387
4.1	1101	NZSO Subsidy	66	52	(15)	216
4.1	1102	Toi Pōneke Arts Centre	250	249	(1)	1,000
4.1	1103	Public Art Fund	113	124	11	498
4.1	1104	New Zealand Ballet	38	136	99	246
4.1	1105	Orchestra Wellington	0	85	85	85
4.1	1106	Regional Amenities Fund	627	158	(469)	633
4.1	1207	Capital of Culture	639	767	128	1,574
<b>Activity area total</b>			<b>8,837</b>	<b>8,627</b>	<b>(246)</b>	<b>21,742</b>



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**Social and Recreation**

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
5.1	1113	Recreational NZ Academy Sport	0	0	0	47
5.1	1114	Play round & Skate facility Maintenance	252	234	(18)	925
5.1	1115	Marina Operations	(1)	(19)	(19)	46
5.1	1116	Municipal Golf Course	63	48	(16)	189
5.1	1117	Recreation Programmes	61	135	74	545
5.2	1118	Library Network - Wide Operation	3,367	3,617	249	14,463
5.2	1119	Branch Libraries	1,469	1,791	323	7,200
5.2	1120	Passport to Leisure Programme	33	29	(4)	117
5.2	1121	Community Advice & Information	572	480	(92)	1,877
5.2	1122	Community Grants	33	61	28	244
5.2	1123	Support for Wgtn Homeless	0	202	202	205
5.2	1124	Social & Recreational Grant Pool	1,371	1,621	250	3,791
5.2	1125	Housing Operations and Maintenance	1,120	1,317	197	5,218
5.2	1126	Housing Upgrade Project	94	295	200	1,185
5.2	1127	Community properties programmed maintenance	170	154	(16)	612
5.2	1128	Community Halls Ops and Maintenance	111	119	8	479
5.2	1129	Community Properties & Facility Operations	412	448	36	1,809

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
5.2	1130	Accommodation Assistance Fund	125	58	(67)	232
5.3	1131	Burial & Cremation Operations	202	249	46	1,031
5.3	1132	Contracts - Public Conveniences	849	887	38	3,561
5.3	1133	Public Health	547	589	41	2,210
5.2	1127	Community Properties Programmed Maintenance	170	154	(16)	612
5.2	1128	Community Halls Ops and Maintenance	111	119	8	479
5.3	1134	Noise Monitoring	131	201	70	807
5.3	1135	Anti-Graffiti Flying Squad	171	212	41	851
5.3	1136	Safe City Project Operations	475	507	32	2,043
5.3	1137	Civil Defence	295	456	161	1,716
5.3	1138	Rural Fire	7	9	2	35
5.3	1997	Business Recovery	14	0	(13)	1
<b>Activity area total</b>			<b>19,000</b>	<b>21,059</b>	<b>2,059</b>	<b>80,444</b>

**Urban Development**

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
6.1	1139	District Plan	1,093	1,000	(93)	4,012
6.1	1141	Build Wellington Developments	539	702	162	2,835
6.1	1142	Public Art and Sculpture Maintenance	125	90	(34)	380

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			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
6.1	1143	Public Space-Centre Development Plan	345	596	251	2,403
6.1	1145	City Heritage Development	342	145	(196)	888
6.1	1206	Housing Investment Programme	53	134	80	537
6.2	1146	Building Control-Facilitation	519	918	400	3,226
6.2	1147	Weathertight Homes	0	9	9	37
6.2	1148	Development Control Facilitation	813	833	19	3,256
6.2	1149	Earthquake Assessment Study	24	25	1	101
6.2	1151	Earthquake Risk Building Project	417	214	(203)	835
Activity area total			4,270	4,666	396	18,510

Transport

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
7.1	1152	Ngauranga to Airport Corridor	394	466	72	1,877
7.1	1153	Transport Planning and Policy	315	350	35	1,457
7.1	1154	Road Maintenance and Storm Clean Up	288	108	(180)	1,185
7.1	1155	Tawa Shared Driveways Maintenance	6	11	5	43
7.1	1156	Wall, Bridge and Tunnel Maintenance	16	39	24	159
7.1	1157	Drains & Walls Asset Stewardship	1,407	1,555	148	6,186

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
7.1	1158	Kerb & Channel Maintenance	59	67	8	475
7.1	1159	Vehicle Network Asset Stewardship	5,199	5,536	337	22,023
7.1	1160	Port and Ferry Access	0	7	7	69
7.1	1161	Cycleways Maintenance	9	29	19	83
7.1	1162	Cycleway Asset Stewardship	2	93	91	373
7.1	1163	Cycleways Planning	190	36	(153)	247
7.1	1164	Passenger Transport Facilities	97	115	18	379
7.1	1165	Bus Shelter Contract Income	(50)	0	50	(779)
7.1	1166	Passenger Transport Asset Stewardship	174	217	43	863
7.1	1167	Bus Priority Plan	0	6	6	61
7.1	1168	Cable Car	12	3	(9)	12
7.1	1170	Street Furniture Maintenance	93	88	(5)	382
7.1	1171	Footpaths Asset Stewardship	1,451	1,515	64	6,020
7.1	1172	Pedestrian Network Maintenance	165	198	33	878
7.1	1173	Pedestrian Network Structures Maintenance	44	43	(1)	174
7.1	1174	Traffic Signals Maintenance	236	222	(15)	899
7.1	1175	Traffic Control Asset Stewardship	709	742	33	2,847
7.1	1176	Road Marking Maintenance	178	184	6	783

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Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
7.1	1177	Traffic Signs Maintenance	50	32	(18)	272
7.1	1178	Network Activity Management	336	174	(162)	720
7.1	1179	Street Lighting Maintenance	423	426	3	1,708
7.1	1180	Transport Education & Promotion	132	36	(95)	304
7.1	1181	Fences & Guardrails Maintenance	81	18	(63)	279
7.1	1182	Safety Asset Stewardship	903	1,588	685	5,711
7.2	1184	Parking Services & Enforcement	(2,682)	(3,820)	(1,138)	(14,971)
7.2	1185	Waterfront Parking Services	(140)	(124)	16	(494)
<b>Activity area total</b>			<b>1,095</b>	<b>9,960</b>	<b>(135)</b>	<b>40,255</b>

**Council**

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
10.1	1186	Waterfront Commercial Property Services	447	344	(103)	1,375

Group	Activity	Activity Description	YTD		Full Year	
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
10.1	1187	Commercial Property Man & Servicing	569	564	(5)	2,429
10.1	1190	Information Services SLA	0	199	199	(0)
10.1	1191	NZTA Income on Capex Work	(7,459)	(8,299)	(841)	(33,198)
10.1	1192	Quarry operations	55	28	(27)	113
10.1	1193	Self-Insurance Reserve	38	(499)	(537)	(1,990)
10.1	1196	External Capital Funding	(43)	0	43	0
10.1	1197	Plimmer Bequest Project Expend	0	(10)	(10)	(50)
10.1	1198	Waterfront Utilities Management	34	38	4	152
10.1	1200	ORG	0	209	209	0
10.1	1201	ORGNA	(79,070)	(78,985)	85	(328,519)
10.1	1203	PPORG Ground Lease	(2,211)	(2,397)	(186)	(9,173)
10.1	1204	Sustainable Parking Infrastructure	38	38	1	153
10.1	1205	Shared Services Procurement	1	(104)	(105)	(22)
10.1	1999	Earthquake	267	0	(267)	0
<b>Activity area total</b>			<b>(87,334)</b>	<b>(88,875)</b>	<b>(1,541)</b>	<b>(368,729)</b>

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**(b) Capital Expenditure**

**Governance**

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
1.1	2000	Committee & Council Processes	0	6	6	22
<b>Activity area total</b>			<b>0</b>	<b>6</b>	<b>6</b>	<b>22</b>

**Environment**

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
2.1	2003	Parks Infrastructure	168	82	(87)	835
2.1	2004	Parks Buildings	24	44	21	395
2.1	2005	Plimmer Bequest Project	0	0	0	90
2.1	2006	Botanic Garden	102	122	21	918
2.1	2007	Coastal - upgrades	786	459	(328)	1,642
2.1	2008	Coastal	15	157	142	1,590
2.1	2009	Town Belt & Reserves	81	47	(34)	742
2.1	2010	Walkways renewals	247	13	(234)	664
2.2	2011	Southern Landfill Improvement	1,301	2,280	978	5,862
2.2	2012	Energy Management Plan	0	0	0	23
2.3	2013	Water - Network renewals	1,079	837	(242)	6,592
2.3	2014	Water - Pump Station renewals	195	17	(178)	141

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
2.3	2015	Water - Water Meter upgrades	3	3	0	25
2.3	2016	Water - Network upgrades	863	721	(142)	5,964
2.3	2018	Water - Network renewals	173	165	(8)	1,366
2.3	2019	Water - Reservoir renewals	354	39	(315)	319
2.3	2020	Water - Reservoir upgrades	803	358	(445)	2,836
2.4	2023	Wastewater - Network renewals	721	993	272	3,954
2.4	2024	Wastewater - Network upgrades	1,123	795	(328)	3,165
2.4	2026	Wastewater - Pump Station renewals	38	346	308	1,378
2.5	2028	Stormwater - Network upgrades	1,246	877	(370)	7,217
2.5	2029	Stormwater - Network renewals	977	393	(584)	3,195
2.6	2033	Zoo renewals	0	200	200	971
<b>Activity area total</b>			<b>10,299</b>	<b>8,946</b>	<b>(1,353)</b>	<b>49,885</b>



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**Economic Development**

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
3.1	2035	Wellington Venues renewals	104	802	698	3,650
<b>Activity area total</b>			<b>104</b>	<b>802</b>	<b>698</b>	<b>3,650</b>

**Cultural Wellbeing**

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
4.1	2040	Cable Car Precinct	0	0	0	43
4.1	2041	Te ara o nga tupuna - Maori heritage trails	10	37	27	147
4.1	2042	Arts Installation	(7)	15	21	59
4.1	2129	Wellington Convention Centre and Movie Museum	190	0	(190)	1,553
<b>Activity area total</b>			<b>193</b>	<b>52</b>	<b>(142)</b>	<b>1,802</b>

**Social and Recreation**

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
5.1	2043	Aquatic Facility upgrades	0	0	0	300
5.1	2044	Aquatic Facility renewals	648	1,150	502	1,861
5.1	2045	Sportsfields upgrades	62	192	129	431
5.1	2046	Synthetic Turf Sportsfields renewals	0	7	7	61
5.1	2047	Synthetic Turf Sportsfields upgrades	7	1	(6)	5

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
5.1	2048	Recreation Centre Renewal	27	1	(26)	425
5.1	2049	ASB Sports Centre	0	9	9	37
5.1	2050	Basin Reserve	1,022	630	(392)	3,443
5.1	2051	Playgrounds renewals & upgrades	9	13	4	1,617
5.1	2052	Evans Bay Marina - Renewals	81	101	21	173
5.1	2053	Clyde Quay Marina - Upgrade	4	8	4	140
5.2	2054	Upgrade Library Materials	335	496	161	2,139
5.2	2055	Upgrade Computer Replacement	(1)	17	18	81
5.2	2056	Central Library upgrades	0	77	77	308
5.2	2057	Branch Library upgrades	2,136	2,516	381	14,006
5.2	2058	Branch Libraries renewals	122	76	(46)	166
5.2	2059	Housing upgrades	1,638	351	(1,287)	3,864
5.2	2060	Housing renewals	361	1,188	827	4,840
5.2	2061	Community Halls - upgrades & renewals	(54)	922	976	4,949
5.3	2062	Burial & Cremations	3	21	18	389
5.3	2063	Public Convenience and pavilions	455	224	(231)	1,646
5.3	2064	Safety Initiatives	0	36	36	134
5.3	2065	Emergency Management renewals	0	24	24	134
<b>Activity area total</b>			<b>6,856</b>	<b>8,060</b>	<b>1,204</b>	<b>41,149</b>

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### Urban Development

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
6.1	2067	Wgtn Waterfront Development	815	855	41	3,420
6.1	2068	Waterfront Renewals	537	400	(137)	1,806
6.1	2070	Central City Framework	528	1,003	475	4,177
6.1	2073	Suburban Centres upgrades	48	467	419	1,867
6.1	2074	Minor CBD Enhancements	7	49	42	196
6.1	2136	Housing Investment Programme	0	500	500	2,000
6.2	2076	Earthquake Risk Mitigation	2,970	5,370	2,400	29,970
<b>Activity area total</b>			<b>4,903</b>	<b>8,644</b>	<b>3,741</b>	<b>43,436</b>

### Transport

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
7.1	2075	Urban Regeneration Projects	0	62	62	250
7.1	2077	Wall, Bridge & Tunnel Renewals	646	1,421	774	5,689
7.1	2078	Road Surface Renewals	163	481	318	1,925
7.1	2079	Reseals	195	703	508	2,811
7.1	2080	Preseal Preparations	641	879	238	3,515
7.1	2081	Shape & Camber Correction	113	1,110	997	4,441
7.1	2082	Sumps Flood Mitigation	40	40	(0)	160
7.1	2083	Road Corridor New Walls	392	550	159	2,267

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
7.1	2084	Service Lane Improvements	3	25	22	100
7.1	2085	Tunnel & Bridge Improvements	93	549	456	2,464
7.1	2086	Kerb & Channel Renewals	498	549	52	2,196
7.1	2087	Vehicle Network New Roads	0	15	15	59
7.1	2088	Road Risk Mitigation	369	1,302	934	5,209
7.1	2089	Road Capacity Projects	0	213	213	850
7.1	2090	Area Wide Road Maintenance	103	224	121	896
7.1	2094	Cycling Improvements	1,949	6,030	4,081	24,381
7.1	2095	Bus Priority Planning	231	865	634	2,480
7.1	2096	Pedestrian Network Structures	26	74	48	304
7.1	2097	Pedestrian Network Renewals	639	885	246	3,695
7.1	2098	Walking Improvements	106	105	(1)	468
7.1	2099	Street Furniture	40	43	3	172
7.1	2100	Pedestrian Network Access ways	11	58	47	252
7.1	2101	Traffic & Street Signs	475	397	(78)	1,432
7.1	2102	Traffic Signals	316	190	(126)	761
7.1	2103	Street Lights	3,871	2,738	(1,132)	3,693
7.1	2104	Rural Road Improvements	0	45	45	182
7.1	2105	Minor Works Projects	332	346	14	1,394
7.1	2106	Fences & Guardrails	114	159	45	638
7.1	2107	Safer Roads Projects	94	424	330	1,546
7.1	2134	Lambton Quay Bus Interchange	0	50	50	200
7.2	2108	Parking Asset renewals	546	213	(333)	853

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Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
7.2	2109	Roadside Parking Improvements	2	45	43	171
<b>Activity area total</b>			<b>12,008</b>	<b>20,793</b>	<b>8,785</b>	<b>75,454</b>

**Council**

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
10.1	2111	Capital Replacement Fund	1,558	1,015	(543)	4,036
10.1	2112	Information Management	57	165	108	659
10.1	2114	ICT Infrastructure	959	349	(610)	2,161
10.1	2116	Strategic Initiatives	2	62	59	246
10.1	2117	Unscheduled infrastructure renewals	0	0	0	2,000
10.1	2118	Health & Safety - Legislation Compliance	(1)	7	7	524
10.1	2119	Civic Property renewals	287	(7)	(294)	3,112
10.1	2120	Commercial Properties renewals	647	1,041	395	4,165
10.1	2121	Community & Childcare Facility renewals	57	166	109	663
10.1	2125	IT Response to Legislative Changes	0	80	80	319
10.1	2126	Business Unit Support	165	231	66	601
10.1	2127	Workplace	393	2,013	1,620	8,053

Group	Activity	Activity Description	YTD			Full Year
			Actual	Budget	Variance	Budget
			\$000's	\$000's	\$000's	\$000's
10.1	2128	Civic Campus Resilience and Improvements	227	80	(148)	318
10.1	2131	Smart Council	245	765	520	3,060
10.1	2132	Digital - Internet Intranet	57	61	4	350
10.1	2133	Quarry Renewals and Upgrades	523	20	(503)	80
10.1	2138	Permanent Forest Sink Fund Initiative - Credits	0	0	0	787
<b>Activity area total</b>			<b>5,175</b>	<b>6,045</b>	<b>870</b>	<b>31,160</b>

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## Movements in Capital expenditure

### 1. Final 2017/18 capital expenditure underspends to be carried forward to 2018/19

Activity Area	Description	2018/19 LTP Budget \$000	Additional carry forward \$000
<b>Environment</b>			
2.1	Botanic Gardens (Otari Road slip)	795	123
2.1	Coastal (for coastal resilience work)	1,531	58
2.2	Southern landfill Improvement (for stage 4)	5,662	201
2.2	Energy management plan	-	23
<b>Economic development</b>			
3.1	Wellington Venues renewals (MFC) – further underspend	3,357	293
<b>Cultural wellbeing</b>			
4.1	Cable Car Precinct	-	43
4.1	Convention Centre/Movie Museum – further underspend	700	853
<b>Social and recreation</b>			
5.1	Aquatic Facility Renewals (Freyberg and Tawa pools) – further underspend	1,790	71
5.1	Recreation Centre renewals (Kilbirnie and Karori) – further underspend	346	79
5.1	Basin Reserve (Master Plan) – actual spend lower than forecast	3,119	324
5.1	Evans Bay marina renewals	108	65
5.1	Clyde Quay marina upgrade	114	26
5.2	Upgrade library materials (for Johnsonville opening)	2,016	123
5.2	Branch library upgrades (Johnsonville Library) – further underspend	13,687	319
5.2	Housing renewals – further underspend	4,454	386
5.2	Community Halls upgrades and renewals (Aro Valley community centre and general renewals)	4,808	141

Activity Area	Description	2018/19 LTP Budget \$000	Additional carry forward \$000
<b>Urban development</b>			
6.1	Waterfront Renewals (Waterfront Jetty & Wharf Structure Renewals) – further underspend	1,754	52
6.1	Central City Framework (Laneways, Cable Car Lane and Victoria Street) – further underspends	3,274	903
6.1	Suburban Centre upgrades (Tawa Town Centre) – further underspend	1,633	234
6.1	Minor CBD enhancements (Cuba Street) – further underspend	98	98
<b>Transport</b>			
7.1	Cycling Improvements (Eastern Corridor) – further underspend	23,860	521
7.1	Bus Priority planning (for improvements)	2,154	326
7.1	Walking improvements – actual spend lower than forecast	326	142
7.1	Traffic and street signs (resourcing constraints and delays for Electric and Car Sharing signage) – further underspend	1,401	31
7.1	Street Lights (LED Street Lights) – further underspend	3,222	471
<b>Council</b>			
10.1	Capital Replacement Fund (purchase of small plant, equipment and fleet renewals – to fund existing commitments)	3,460	543
10.1	Information management	659	174
10.1	ICT infrastructure (PC and Laptop replacement)	816	93
10.1	Strategic initiatives (IT applications upgrades)	246	13
10.1	Health & Safety – legislation compliance (purchase of H&S related assets)	329	195



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Activity Area	Description	2018/19 LTP Budget \$000	Additional carry forward \$000
10.1	Community & Childcare Facility Renewals (Johnsonville and Karori)	515	148
10.1	IT Response to legislative changes (to fund ICT changes from unplanned legislative changes)	319	34
10.1	Smart Council (includes funding for further OneCouncil implementation) – actual lower than forecast	2,720	340
<b>Total</b>			<b>7.447</b>

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## 2. 2017/18 capital expenditure overspends to be brought back from 2018/19

Activity Area	Description	2018/19 LTP Budget \$000	Overspend / Bring back from 2018/19 \$000
<b>Governance</b>			
1.1	Committee and Council processes (too much carried forward into 2018/19)	51	(24)
<b>Environment</b>			
2.1	Coastal upgrades (lower actual underspend than forecast)	1,664	(22)
2.3	Water – network renewals (WWL actual spend higher than forecast)	7,366	(507)
2.3	Water – network upgrades (WWL actual spend higher than forecast)	6,208	(243)
2.3	Water – reservoir upgrades (WWL actual spend higher than forecast)	3,001	(92)
2.4	Wastewater – network upgrades (WWL actual spend higher than forecast)	3,406	(288)
2.5	Stormwater – network upgrades (WWL actual spend higher than forecast)	7,729	(768)
2.5	Stormwater – network renewals (WWL actual spend higher than forecast)	3,609	(451)
2.6	Zoo renewals (lower actual underspend than forecast)	1,150	(179)
<b>Social and recreation</b>			
5.2	Branch library renewals (Karori Library HVAC) – (lower actual underspend than forecast)	181	(15)
5.3	Public Conveniences & Pavilions – lower actual underspend than forecast	1,655	(9)
<b>Urban development</b>			
6.1	Waterfront Developments (Frank Kitts Park) – actual overspend	3,503	(83)
6.2	Earthquake risk mitigation (Town Hall) – too much carried forward into 2018/19	32,008	(2,038)
<b>Transport</b>			
7.1	Wall, bridge and tunnel Renewals (programme delivery) – actual spend higher than forecast	5,889	(200)
7.1	Pedestrian network renewals – lower actual underspend than forecast	3,856	(161)

Activity Area	Description	2018/19 LTP Budget \$000	Overspend / Bring back from 2018/19 \$000
<b>Council</b>			
10.1	Business unit support (BIT) – actual overspend	601	(26)
10.1	Civic Campus resilience and improvements – actual overspend	585	(266)
<b>Total</b>			<b>(5,373)</b>

## 3. Proposed 2018/19 capital expenditure overspends

Activity Area	Description	2018/19 LTP Budget \$000	Overspend \$000
<b>Urban development</b>			
6.1	Waterfront Developments (North Kumutoto Public Space) – increased costs due to site contamination and scope changes (forecast 2018/19 overspend \$0.937 of which \$0.39m is already approved in 2017/18)	946	(937)
<b>Transport</b>			
7.1	Street Lights (LED Street Lights) – approved in 2017/18 Q2 report but not booked. 85% NZTA funding	2,671	(2,130)
<b>Total</b>			<b>(3,067)</b>



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## **4. Operational**

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### **LICENCE TO OCCUPY: 1 MT ALBERT ROAD**

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#### **Purpose**

1. To obtain Committee approval for a Licence to Occupy over land held under the Town Belt Act 2016 at 1 Mt Albert Road (Wellington Hockey Stadium).

#### **Summary**

2. Chorus have installed a Fibre Optic cable at 1 Mt Albert Road (Wellington Hockey Stadium).
3. The cable has been installed through hand trenching along the grass from the office area to the edge of the car park. A slot cut, which is a 5mm tube buried approximately 20mm in the asphalt and sealed with a resin and epoxy filler, has been used across the car park. Trenching has then occurred along the grass beside the driveway to the retaining wall which the cable has been attached to and then buried. The cable will run out to the street where the Fibre will be picked up.
4. A temporary access permit was obtained from Council to complete the works. The permit was issued due to the urgent need to install the Fibre before a national hockey league tournament being hosted at the site on the 10<sup>th</sup> September. Upon completion of the works, the grass and concrete area was reinstated to its former condition. The cable is owned by Chorus.
5. The Licence to Occupy will be dealt with under section s26(2) of the Town Belt Act 2016 and will not require public notification. The location of the Fibre Optic Cable will be recorded using an as-built.

#### **Recommendation/s**

That the City Strategy Committee:

1. Receives the information.
2. Agrees to grant the Licence to occupy over the Town Belt land at 1 Mt Albert Road [being part of Section 1 Survey Office Plan 474197] pursuant to Section 26(2) of the Town Belt Act 2016 for a term of 10 plus 10 years.
3. Notes that any approval to grant the licence to Occupy (referred to above) is conditional on :
  - a. All related costs being met by the applicant of the proposal.
4. Notes that all works have proceeded in accordance with final Parks, Sport and Recreation agreement to all replanting mitigation plans and work access plans.
5. Authorises the Chief Executive Officer to carry out all steps to affect the Licence to Occupy.



## Background

6. Chorus have installed a Fibre Optic cable to the hockey stadium at 1 Mount Albert Road to replace an existing redundant copper cable and has applied for a Licence to Occupy from Council to legalise the occupation.
7. A Licence to Occupy through Town Belt land is dealt with under s26(2) of the Town Belt Act 2016.
8. The Licence to Occupy term will be 10 years with a 10 year right of renewal in compliance with the Act.

## Discussion

9. The effects of the Fibre Optic Cable are minimal as the cable runs underground and is not visible to the public.
10. There was an alternative route but on closer inspection by Chorus, blockages were discovered at the existing duct. Due to the duct being over 1.5m deep and the close spacing of the blockages, it was found that the new route would be less intrusive, not require shoring devices and could be completed in a much shorter time frame.
11. Officers worked with the applicant to ensure that the route was clear of trees and vegetation. The installation works have taken less than four weeks to complete and were timed to ensure disturbance to Hockey Stadium users was minimised. All areas of concrete and grass were reinstated by the applicant. There is no infrastructure associated with the proposal above the ground.
12. Public notification will not be required under the Town Belt Act 2016 as the Fibre Optic Cable runs under the ground and the cable does not materially or physically alter the park. Public rights with respect to the park are not affected as a result of the work.

## Options

13. The Committee can either choose to approve or decline the Licence to Occupy.
14. Declining the Licence to Occupy will have an impact on the ability of the hockey stadium to host major national and international events as they will not have the equipment to provide for advanced media coverage.

## Next Actions

15. The cable will be recorded in the form of an as-built.
16. All legal documentation will be completed to the satisfaction of Council.

## Attachments

Attachment 1. Fibre Connection - Site Plan [↓](#) 

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Authors	Julia Famlton, Recreation and Parks Planner Wendy O'Neill, Property Services Manager
Authoriser	Bec Ramsay, Manager Open Space and Recreation Planning Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer



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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

No public consultation is required as part of the proposal as the Town Belt will not be physically or materially affected.

### **Treaty of Waitangi considerations**

None.

### **Financial implications**

There are none as the applicant will pay all costs associated with the Licence to Occupy.

### **Policy and legislative implications**

None.

### **Risks / legal**

Council lawyers will prepare the Licence to Occupy document.

### **Climate Change impact and considerations**

None.

### **Communications Plan**

No public consultation is required. Officers have coordinated to ensure the work did not clash with any events or tournaments.

### **Health and Safety Impact considered**

This was the responsibility of the applicant and was part of the Temporary Access Permit which was issued by WCC Parks, Sport and Recreation Rangers.

Licence to Occupy: 1 Mt Albert Road







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## **WATER SUPPLY EASEMENT, STORMWATER EASEMENT AND WASTEWATER EASEMENT THROUGH RESERVE: RESERVE ADJACENT TO 22 GLENSIDE ROAD**

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### **Purpose**

1. To obtain committee approval to delegate a decision to the Environment Portfolio Leader and the Chief Executive for a water supply easement, wastewater easement and stormwater easement application through land held under the Reserves Act 1977 at 22 Glenside Road.

### **Summary**

2. The owners of 22 Glenside Road are in the process of completing a three lot subdivision and development at the site. The property is adjacent to a 2.44m wide reserve strip between Glenside Road and Middleton Road (refer Attachment 1). The reserve land provides future connection opportunity to Glenside Reserve, access to Glenside stream and access to a sewer pump control box.
3. The property owner has installed stormwater, wastewater and water supply pipes within the reserve prior to obtaining Council approval as landowner. They have no existing legal rights to occupy the reserve land.
4. There is also a structural support post at the reserve boundary that is being investigated to confirm it is within the applicants property and has the necessary consents.
5. Attachment 2 shows the various pipes within the reserve land.
6. The water supply, stormwater and wastewater pipes through the reserve strip are privately owned. The applicant has requested retrospective approval to install the pipes and approval for easements for the infrastructure to remain.
7. The easements can be dealt with under section 48 of the Reserves Act 1977.
8. There are outstanding concerns with the infrastructure that require further investigation and liaison with Building Compliance and Resource Consents Compliance. Officers are also considering the practicalities of moving some of the pipe work off the reserve and onto the applicants property.
9. Officers will seek resolution to the issues in the coming weeks and would like to withhold approval for the easements until all outstanding issues are resolved. It is likely that the issues could be resolved prior to the next CSC meeting in February 2019. To avoid undue delay to the applicant approval is now sought to delegate any easement approvals to the Environment Portfolio lead and Chief Executive.

### **Recommendation/s**

That the City Strategy Committee:

1. Receives the information.

2. Agrees to delegate to the Environment Portfolio Leader and Chief Executive the decision to grant or decline a water supply, stormwater and wastewater easement in perpetuity over reserve land adjoining 22 Glenside Road [being part of Lot 15 DP 10905] pursuant to section 48 of the Reserves Act 1977.

3. Notes that any approval to grant the easements (referred to above) is conditional on:
  - a. all related costs being met by the applicants of each proposal.
  - b. officers negotiating suitable terms and conditions of any easements, securing a bond for any outstanding work and negotiation of betterment and/or remediation payment for work already completed within the reserve.
4. Authorises the Chief Executive Officer to carry out all steps to effect the easement.

## **Background**

10. The applicant has subdivided the existing property at 22 Glenside Road into 3 lots and has applied for easements from Council. Private water supply, stormwater and wastewater pipes have already been installed and run through the reserve strip. These pipes connect to the existing sewer in the reserve strip and dissipation structure in Lot 3.
11. Private wastewater pipes from Lot 2 and Lot 3 have been installed and connect to the existing sewer main within the reserve strip. A wastewater easement is required (red line on Attachment 1).
12. A stormwater pipe has been installed that and exits the private property, crosses the reserve strip then runs back into the property to a stormwater dissipation area. A stormwater easement is required (green line on Attachment 1).
13. Two water supply pipes have been installed down the reserve strip, one pipe exiting into Lot 2 and the other exiting into Lot 3. A water supply easement will be required (blue lines on Attachment 1).
14. The applicant has removed a boundary fence and cleared the reserve strip. They have installed the various pipes and deposited concrete and other materials on the land. There is a Wellington Water Limited water pump control box on the reserve strip and water supply to a tap near the stream. There is also a power pole on the access strip.

## **Discussion**

15. Ordinarily an applicant would discuss options and alternatives with officers prior to installing any infrastructure within a reserve. The location of mains infrastructure often requires pipe work to pass through reserve land underground. Officers work with applicants to find ways to avoid the need for private infrastructure in the reserves and to ensure any construction effects of necessary pipes are minimised.
16. The stormwater pipe could have been placed under the house on Lot 3. However, this option was more difficult as there were a greater number of level changes and may have resulted in long term maintenance issues as the pipe would have been below retaining walls.
17. The wastewater connection to the main could have been installed through the property at 257 Middleton Road. This would have required approval from the neighbouring landowner and an easement over private property which the applicant has advised would have been difficult to secure. It is reasonable to provide for a sewer connection to the main through the reserve provided there are no significant effects. Both the sewer and stormwater pipes in the reserve are approximately 15m in length.



18. The water supply pipes could have been placed down the driveway. The applicant advises that they installed them down the reserve strip because they saw that there were existing water lines in this location. The new pipes are approximately 29m and 15m in length through the reserve. These could feasibly be moved into the driveway.
19. Public notification of an easement is not required under the Act where there is no permanent effect on the reserve associated with the easement. Public rights with respect to the reserve strip will also not be compromised as a result of the work.
20. The applicant has secured financial gain through the installation of necessary infrastructure outside of their property boundaries. This will be considered and officers will negotiate betterment payment as appropriate.

### Options

21. Some or all of the easements could be approved. There are options to require betterment payment and/or remediation of the reserve strip.
22. As officers gain a clearer picture of the potential or requirement to move pipes, options will be explored and agreed with appropriate legal and property advice. The Environment Portfolio Leader and Chief Executive will hold final approval delegation.

### Next Actions

23. All legal documentation will be completed to the satisfaction of Council. Officers will ensure that the reserve strip is suitably reinstated.

### Attachments

Attachment 1.	Reserve location plan <a href="#">↓</a> 	Page 343
Attachment 2.	Easement plan for 22 Glenside Road. <a href="#">↓</a> 	Page 345

Authors	Julia FAMILTON, Recreation and Parks Planner
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	Bec Ramsay, Manager Open Space and Recreation Planning
Authoriser	Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

No public consultation will be required as the reserve and public access to it will not be permanently affected.

### **Treaty of Waitangi considerations**

None.

### **Financial implications**

The applicants will pay all costs associated with the easement and may be required to make a betterment payment and/or complete and fund remediation costs.

### **Policy and legislative implications**

None.

### **Risks / legal**

Council lawyers will prepare the easement document. Betterment payment will require legal and property advice.

### **Climate Change impact and considerations**

None.

### **Communications Plan**

No public consultation is required.

### **Health and Safety Impact considered**

Access to and work in the reserve by the applicant and their contractors without any prior approval is a health and safety risk for Council. The land is currently publically accessible and has excavated trenches and other trip hazards. The public would not routinely use the area so the current risk to public health and safety is low. Officers are working with the applicant to have the area reinstated as soon as possible.

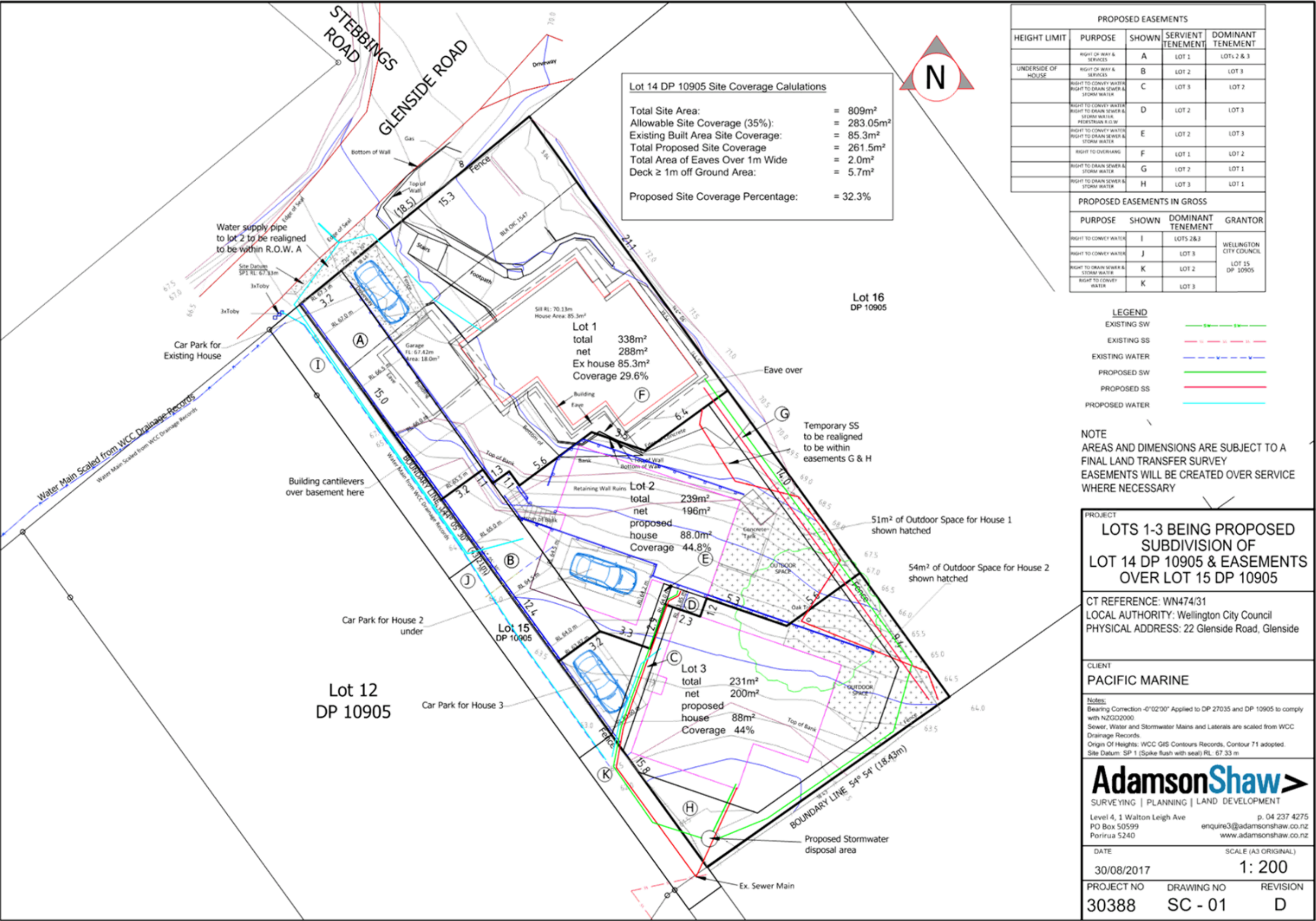
Access to the sewer pump control is required on a 24/7 basis. Access is currently compromised as there are open trenches with pipe work awaiting final approval and sign off.

**22 Glenside Road Aerial**











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## **OBAN STREET TRACK**

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### **Purpose**

1. This report asks the City Strategy Committee to make a decision on whether a new track should be constructed from Oban Street into Trelissick Park.

### **Summary**

2. There have been discussions over a track entrance into Trelissick Park from Oban Street for over 30 years.
3. To finally reach a resolution on this issue, discussions with the Trelissick Park Group, Highland Park Progressive Association, Wadestown Residents Association and adjoining land owners have been occurring since June 2017.
4. These discussions culminated in a Council run survey in October 2018.
5. Survey results show broad community support for a new track access way.

### **Recommendation/s**

That the City Strategy Committee:

1. Receives the information.
2. Agrees that a track should be constructed from Oban Street into Trelissick Park.
3. Instructs officers to work with adjoining land owners on final design for the entrance.
4. Agrees that work can commence once bridge finances and consents have been secured.
5. Agrees that Council will adopt the track and bridge upon completion to the appropriate standard.

### **Background**

6. A track from Oban Street would descend down steps across the road reserve and the legal right of way between 112 and 114 Oban Street into Trelissick Park, then zig-zag through the bush to the valley floor. A footbridge would be required across the Kaiwharawhara Stream to join the existing track system.
7. Advocacy for this track connection started in 1981 and the need for investigation of the access was included in the Trelissick Park Management Plan 1995.
8. When the Council-owned property at 112 Oban Street was sold in 1999, a legal (but unformed) access strip to Trelissick Park was created between 112 and 114 Oban Street.
9. Council has commissioned access investigations to look at other potential routes into the valley. Neither Fort Buckley nor Sefton Street are feasible options due to the topography.
10. The need to continue investigating this access was included in the 2015 Suburban Reserves Management Plan and the 2016 Open Space Access Plan.



11. The Trellissick Park Group carried out a survey in 2016, which indicated a strong level of support (84%) for forming this access.
12. As a response to the survey results, the Trellissick Park Group presented a draft consultation document for a new track, supported by Highland Park Progressive Association and Wadestown Residents Association.
13. Local residents felt that the survey was biased and didn't take the impacts on them into account, so Council officers worked with both Trellissick Park Group and the adjoining residents to finalise questions and methodology for another survey which went to residents in October 2018 (Attachment 1). This included a diagram of the site and proposal (Attachment 2).
14. A total of 272 individuals representing 243 residences and 2 groups completed the survey. A full survey report is included as Attachment 3, with comments in Attachment 4.

## Discussion

15. The survey results were grouped into three groups. Locally impacted residents, residents from surrounding suburbs and people from other areas.
16. 76% of impacted residents supported the new access way. 74% of residents from surrounding suburbs supported it, as did 78% of residents from other areas.
17. 22% of impacted residents did not support the new access way, and it was not supported by 3% of residents from surrounding suburbs and 3% of residents from other areas.
18. The remainder were neutral on the proposal.
19. The majority of residents fell into one of four groups. Impacted residents who were mostly infrequent users and wanted to express concerns about the proposed access way or outline how it would enable their use of the park. Regular users of the park who may make occasional use of the new access way. Commuters who use the park as part of their route between work and home and could increase the number of times a week they actively commuted and/or shorten their commute as a result of this access way. Members of groups who walk longer distances and could more easily link into Trellissick Park into their walks on their yearly or twice yearly walks in the area if the new access way existed.
20. The greatest use of the access way will come from residents in Oban Street and neighbouring streets. The new access way will enable 13% of impacted residents to start using the park and 85% of impacted residents to use it more regularly.
21. Those who were not supportive of the new access way gave four main reasons. Privacy for themselves or the neighbouring properties. Increased car traffic, particularly at the cul-de-sac at the end of Oban Street. Environmental concerns around the construction of a new track. That another track was unnecessary as there are enough entrances.
22. Privacy would be partially addressed through the use of fencing or similar methods. The design would be agreed with the adjoining land owners.
23. Due to the increased nature of the use largely coming from local residents, most people would access the new entrance by foot. Residents and pedestrian commuters from surrounding suburbs split their use across all the entrances and were most likely to walk to whatever entrance is being used. Respondents who came from other areas

by car were most likely to use the Waikowhai Street or bottom of Ngaio Gorge entrance, and would only use the Oban Street entrance as part of a loop walk. Therefore it isn't felt as though vehicle traffic will significantly increase.

24. An Assessment of Environmental Effects will need to be carried out in accordance with the Open Space Access Plan. This will take into account environmental impacts.
25. A track in this location will increase the ability of residents from Highland Park and Wadestown to access Trelissick Park.





## Options

26. Approve the creation of a new entrance from Oban Street.
27. Retain the status quo of no formed entrance to Trelissick Park from Oban Street.

## Next Actions

28. Council to complete an Assessment of Environmental Effects to influence track design.
29. Trelissick Park Group to plan the track/bridge, estimate price, obtain funding, compile project plan for Council sign-off, apply for resource consents, then implement the project.
30. Once Trelissick Park Group have obtained funding and appropriate consents, Council to fund, design and build the track access, landscaping and fencing from Oban Street past the houses, in consultation with the affected house owners.

## Attachments

Attachment 1.	Survey questions <a href="#">↓</a> 	Page 351
Attachment 2.	Oban Street entrance proposal <a href="#">↓</a> 	Page 357
Attachment 3.	Survey results <a href="#">↓</a> 	Page 359
Attachment 4.	Survey comments <a href="#">↓</a> 	Page 377

Author	Myfanwy Emeny, Open Space and Parks Manager
Authoriser	Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

## SUPPORTING INFORMATION

### Engagement and Consultation

The Trelissick Park Group first engaged with the wider community over this track in 2017. This survey was not seen to be impartial by other stakeholders so officers worked with all stakeholders to develop a survey which was released in October 2018. Engagement with key stakeholders predominantly happened between June 2017 and October 2018. The October 2018 survey was promoted by signage on site at all entrances, a flyer in the letterbox of all impacted residents, flyers and posters at key local community sites and through social media and email distribution lists.

### Treaty of Waitangi considerations

The track entrance does not have Treaty of Waitangi considerations, but if the track goes ahead the stream crossing will need to be discussed with PNBST who have identified Kaiwharawhara stream as significant.

### Financial implications

There are financial implications to building this track. The majority of expenses (approximately 70K) will be covered by the Trelissick Park Group. The required Council contribution for the new access way is currently unfunded and would require budget reprioritisation.

### Policy and legislative implications

The Open Space Access Plan 2016 has an action to “investigate a new track link into Highland Park to provide a second park entrance from Wadestown. Oban Street is the most likely route for a connection.”

### Risks / legal

The remaining risks are that once a track is constructed, people park inappropriately at the end of Oban Street and that people allow their dogs to run offleash in this area. These will be mitigated by appropriate enforcement action.

### Climate Change impact and considerations

The bridge needs to be built in a way that doesn't block the stream in extreme weather events.

### Communications Plan

The outcome will be communicated back to survey respondents.

### Health and Safety Impact considered

All works will be carried out in accordance with relevant Health and Safety legislation.

Page 351



- ☐ Morningside
  - ☐ Mount Cook
  - ☐ Mount Victoria
  - ☐ Newlands
  - ☐ Newtown
  - ☐ Ngaio
  - ☐ Ngauranga
  - ☐ Northland
  - ☐ Ohariu
  - ☐ Oriental Bay
  - ☐ Owiro Bay
  - ☐ Paparangi
  - ☐ Pipitea
  - ☐ Rongotai
  - ☐ Roseneath
  - ☐ Seatoun
  - ☐ Southgate
  - ☐ Strathmore Park
  - ☐ Takapu Valley
  - ☐ Tawa
  - ☐ Te Aro
  - ☐ Thorndon
  - ☐ Vogeltown
  - ☐ Wadestown
  - ☐ Wellington Central
  - ☐ Wilton
  - ☐ Woodridge
  - ☐ Other (please specify)
- Which of the following age groups do you fall into? \*
    - 1D
      - ☐ Under 18
      - ☐ 18 to 24
      - ☐ 25 to 34
      - ☐ 35 to 44
      - ☐ 45 to 54
      - ☐ 55 to 64
      - ☐ 65 to 74
      - ☐ 75+
      - ☐ Prefer not to say
  - Page 2
  - Are you responding on behalf of a group? \*
    - 2A
      - ☐ Yes
      - ☐ No
  - If you answered question 2A.GroupResponse and your answer to question 2A.GroupResponse is "Yes" then answer this question
    - 2B What group are you responding on behalf of? \*
  - Page 3
  - If you answered question 1A.ImpactAddress and your answer to question 1A.ImpactAddress is "Yes" then stay on this page  
Otherwise move to page 4
  - Council are interested in better understanding what the impacts on those who live close by might be, if the access-way between at 112a Oban Street  
3A was developed into an entrance to Trelissick Park. These impacts may be positive or negative. What would the impact be for you if this access-way  
was established?
  - Page 4
  - In the last 12 months how often have you, on average, visited Trelissick Park? \*
    - 4A
      - ☐ I haven't visited in the last 12 months and have no interest in the Park
      - ☐ I haven't visited in the last 12 months but have an interest in the Park
      - ☐ Once or twice in the last year
      - ☐ About once a month
      - ☐ Several times a month
      - ☐ About once a week
      - ☐ More than once a week
  - If you answered question 4A.VisitFreq and your answer to question 4A.VisitFreq is "I haven't visited in the last 12 months but have an interest in the  
Park" then move to page 7  
If you answered question 4A.VisitFreq and your answer to question 4A.VisitFreq is "I haven't visited in the last 12 months and have no interest in the  
Park" then move to page 8  
Otherwise move to page 5
  - Page 5
  - Which entrance or entrances do you use? \*





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Item	City	Project	Version
01	Osaka St	10/01/25	10/01/25
02	Parks Sports & Recreation	10/01/25	10/01/25
03	Trebleack Park Proposed Entrance	10/01/25	10/01/25
04	Trebleack Park Entrance - Visual	10/01/25	10/01/25

Wellington City Council - Parks Sports & Recreation - Landscape Architecture

- Page 10
- If this access-way were to be established would you use it?  
10A
  - ☐ Yes
  - ☐ No
  - ☐ Don't know
- If you answered question 10A. Use and your answer to question 10A. Use is not "Yes" then move to page 12  
Otherwise move to page 11
- Page 11
- Would it allow you to... (tick all that apply)  
11A
  - ☐ Start using the park
  - ☐ Use the park more regularly
  - ☐ Use the park as part of a loop walk
  - ☐ Use the track as a commuter route

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Page 355

- ☐ Use the track to get between other non-work destinations e.g. library or shops
- ☐ Take a different route within the park
- ☐ Other (please specify)

- If you were using this track to enter Trelissick Park how would you get there?

11B

- ☐ On foot - e.g. walk or run
- ☐ By car - own or a friend's
- ☐ By public transport
- ☐ On any kind of cycle e.g. push bike, trail bike or moped
- ☐ Other (please specify)
- ☐ Would not use it as an entrance, only as an exit

- Page 12

- Please add here any further comments about your use, or non-use, of this potential access way

12A

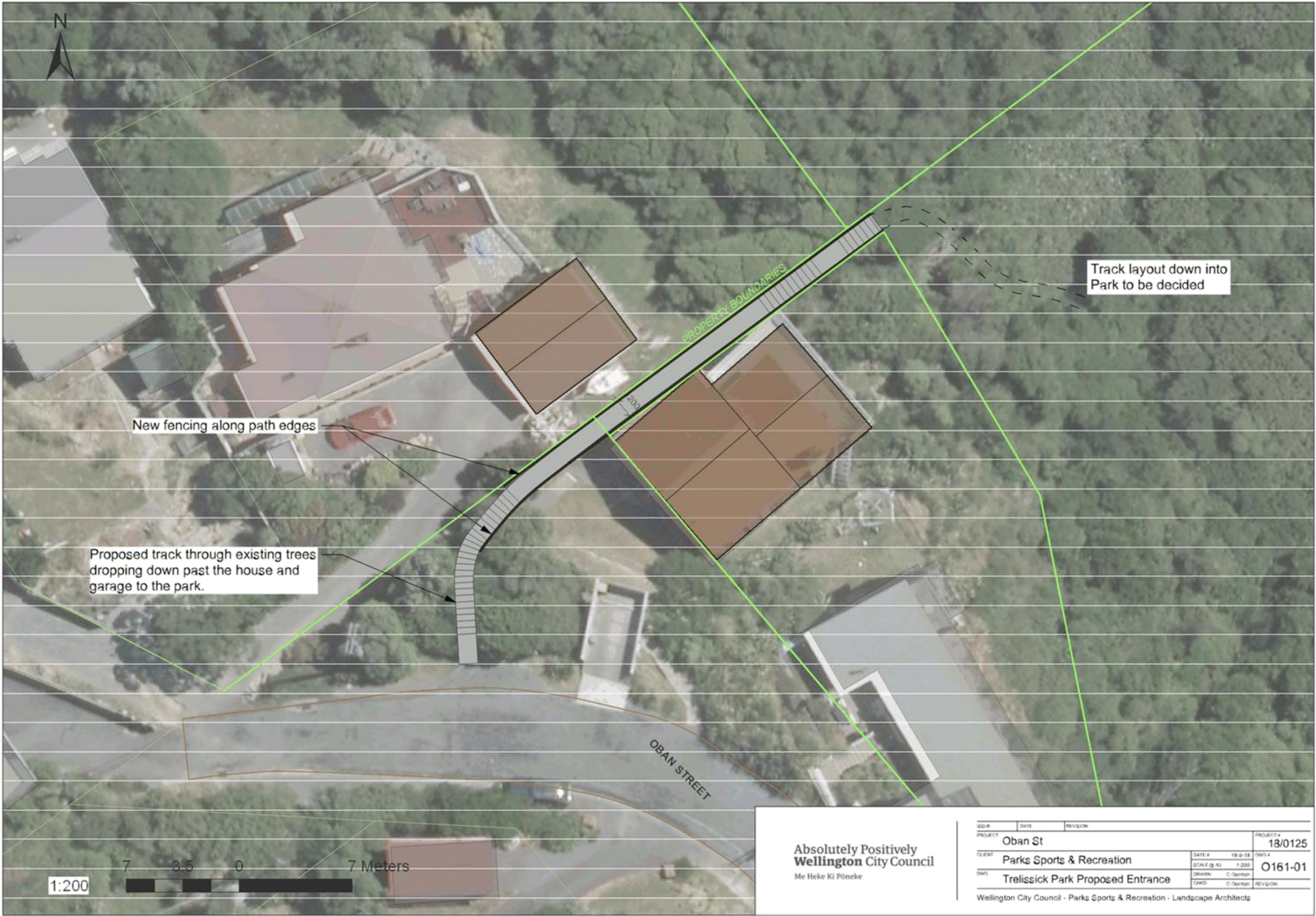
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[PublicVoice](#)

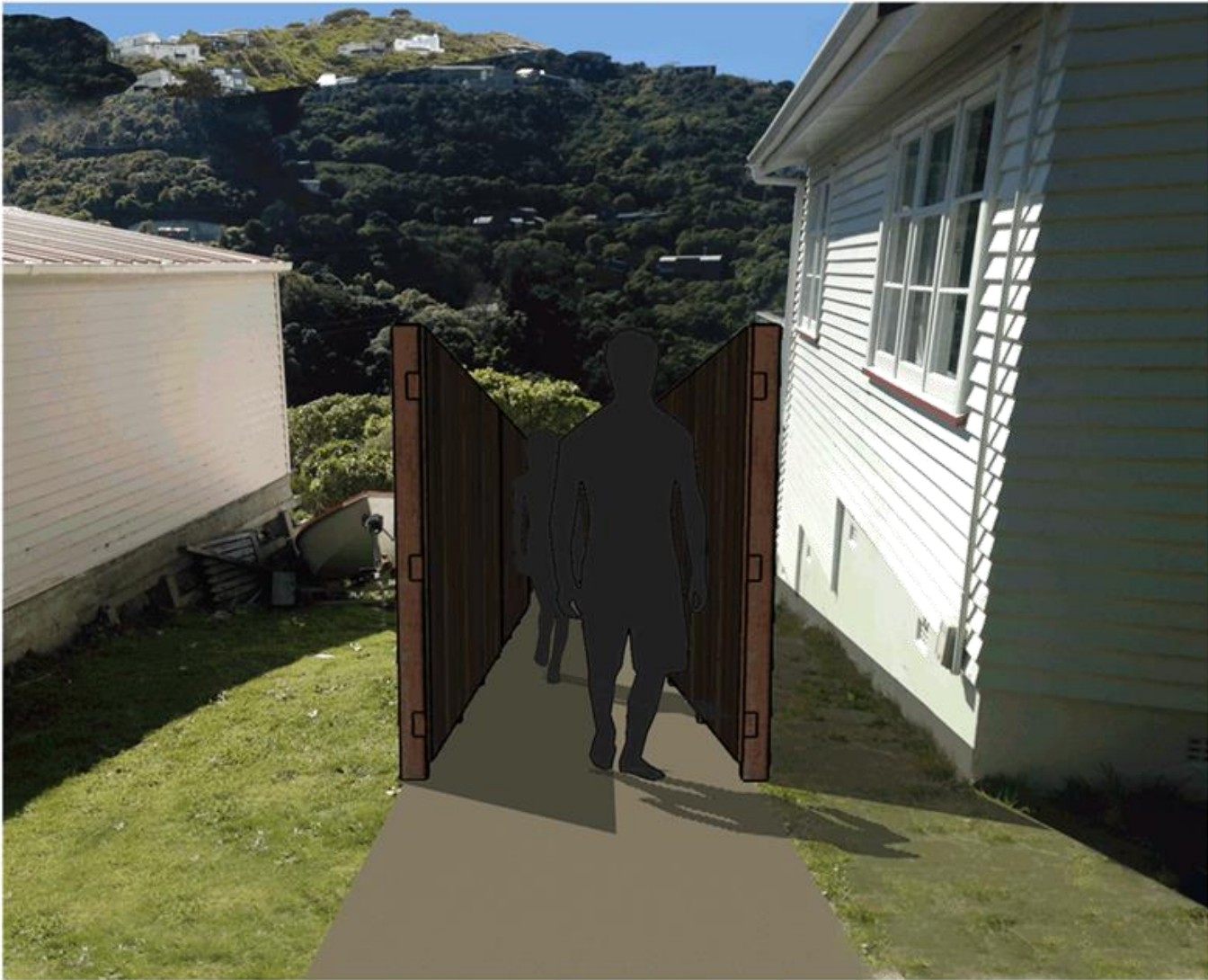
<https://www.wellington.govt.nz/survey/Printable/Survey/Case7K/CH1A11a/Item4.3a> 22/11/2018











Artist impression only - Fence running down between the property. Fence would extend further back towards the street so is only partially shown as indicative of location and height.

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Wellington City Council  
Me Heke Ki Pōneke

ISSUE	DATE	REVISION	PROJECT #
PROJECT	Oban St		18/0125
CLIENT	Parks Sports & Recreation	DATE # 18-03-18	DATE # 18-03-18
DWG	Trelissick Park Entrance - Visual	SCALE 1:500	O161-02
DRWN	C. Gordon	CHKD	C. Gordon
REVISED			

Wellington City Council - Parks Sports & Recreation - Landscape Architects

# Proposed Access-way from Oban Street to Trelissick Park: Survey Results

## Key Findings

The majority of respondents fell into one of the following groups:

- Impacted residents who were mostly infrequent users and wanted to either: express concerns about the proposed access way or; outline how it would enable their use of the park.
- Regular users of the park who may make occasional use of the new access way.
- Commuters who use the park as part of their route between work and home and could increase the number of times a week they actively commuted and/or shorten their commute as a result of this access way.
- Members of groups who walk longer distances and could more easily link Trelissick Park into their walks on their yearly or twice yearly hikes in this area if the proposed access way existed

Over 80 percent of respondents stated they would use the proposed access-way if developed; however, fewer supported its development (75%). The proportion of respondents, who stated they would use the access-way and, the proportion that supported its development, were consistent across the three groups of residents used in the analysis (impacted residents; residents of the three surrounding suburbs and; residents from other areas).

		Impacted residents (n=58)	Surrounding suburbs (n=138)	Other areas (n=70)	Total (n=272)
Use	Yes	81%	85%	89%	85%
	No	16%	9%	1%	8%
	Don't know	3%	7%	10%	7%
		(n=63)	(n=118)	(n=58)	(n=239)
Support	Yes	71%	74%	78%	74%
	No	22%	7%	3%	10%
	Neutral	7%	19%	19%	16%

The group who indicated the greatest increase in use of the park if the proposed access-way was developed was those residents from neighbouring streets; second was commuters from surrounding suburbs. The stories from those who used the park regularly for recreation indicated only occasional, infrequent use of this access-way if developed.

Those who were not supportive of the proposed access-way gave one or more of the following four reasons for not supporting it:



- Privacy – either theirs or more often concerns for those living in the houses either side of proposed access-way.
- Increased car traffic – particularly in the cul-de-sac area at the end of Oban Street where the proposed access-way is located.
- Environmental – concerns for the bird and plant life of further opening up the park and cutting more tracks.
- Unnecessary – that there are enough existing entrances and no need for another; being unnecessary had an associated cost concern and not want to see the use of ratepayers money to pay for this project.

The findings from the survey undertaken by Council align with those of the Trelissick Park Group (TPG) Survey with two exceptions:

1. The use of the proposed entrance to enable users to undertake a loop walk that includes using tracks within the park, and walking the Wadestown streets between Hanover Street and the proposed access way, is not as frequently mentioned in the Council survey. However, the use by commuters who could shorten their commute time and the proportion of their commute spent on tarmac (a finding in the TPG survey) is frequently mentioned.
2. The use of the proposed track calculated in the Trelissick Park Group survey aligns with the current use of park users who live in the surrounding suburbs in the Council survey; however, this does not align with the comments given by these respondents in regard to their use of the new access-way. Their perceived use of the new access-way is significantly lower than their current use of the park and their perceived use of the new track.

## **Background & Method**

Trelissick Park is a beautiful area of hills, stream and native bush below Ngaio Gorge Road. There are currently seven entrances into the park; six from Ngaio/Crofton Downs and one from Wadestown/Highland Park.

In the 2016 Open Space Access Plan Council agreed to investigate a second park entrance from Wadestown. Oban Street provides an opportunity for this second entrance as Council owns a 1.5 metre wide right-of-way between two properties.

The new access way at this location would add an additional access point to Trelissick Park from Wadestown/Highland Park and create an additional loop route that includes the Hanover Street entrance, a bush track and street walk.

However, the proposed new access is between two residential houses and the construction and use of an access point at this location would affect the privacy of both residences. The proposed access is also at the end of a narrow cul-de-sac. Increased traffic - foot or motorised – could have an impact on the residents of the area.

The purpose of the survey was to determine the level of impact on, and the level of support among residents, and the level of support among current and potential users of the park. It was also used to test some of the findings from a survey conducted in November 2016 by the Trelissick Park group. The questions were designed to ensure the validity of responses and respondent stories could be assessed.

The survey was open from Tuesday 2 October to Monday 29 October. A flyer about the survey was dropped into the mail boxes of all residents who might be directly impacted by the development of the proposed access-way. Poster and flyers were also placed in libraries, community facilities and businesses in the surrounding suburbs. A web page was built on the Council website and could be accessed directly or via the existing “have your say” and “Trelissick Park” pages.

## Results

### Respondents

A total of 272 individuals representing 243 residences and 2 groups completed the survey.

Responses were grouped into the following 3 groups for analysis:

- *Impacted residents*: those who live in the streets identified as most likely to be affected by any impacts, negative or positive
- *Surrounding suburbs*: those living outside the area identified above but in the suburbs of Wadestown, Ngaio and Crofton Downs. These suburbs surround Trelissick Park and contain one or more entrances into the park
- *Other respondents*: all respondents not included in either of the first two groups

### Number of respondents

A total of 272 complete responses were received. Duplicate residential addresses and IP addresses were checked for validity along with incomplete or suspicious residential addresses. A total of 20 responses were removed; 15 of these were incomplete where participants answered a third or less of the questions and added no comments; 5 were removed for incomplete or non-valid addresses e.g. “over the rainbow, on the moon”.

1. Table 1: Number of responses by defined groups

	Impacted Residents	Surrounding Suburbs	Other	Total Responses
Total Responses	58	144	70	272

### Impacted residents: response rate by dwelling

58 residents from 46 dwellings responded; over a third of the dwellings on Highland Crescent registered at least one response; and nearly a third of those from Oban Street.

2. Table 2: Number of responses by dwelling by street for impacted dwellings

	Oban Street	Pitt Street	Buchanan Street	Fitzroy Street	Moorhouse Street	Highland Cres	Total
Total Dwellings	102	30	10	28	8	23	201
No. of Dwelling Responses	32	2	1	1	1	9	46
Response Rate	31%	7%	10%	4%	13%	39%	23%

### Frequency of current use

Over half of the impacted residents who responded (62 percent) currently use the park only once or twice a year, or have not visited in the last 12 months<sup>1</sup>. Frequent users, those who reported visiting several times a month or more, were mostly likely to come from the surrounding suburbs of Ngaio,

<sup>1</sup> For a full table of responses see appendix two

Crofton Downs and Wadestown. Those who came from outside the surrounding suburbs visited less often.

3. **Table 3: Summary of reported frequency of use**

Frequency	Impacted	Surrounding	Other
Several times a week or month	19%	46%	19%
Once a month to once a year	69%	47%	71%
Not visited in last 12 months	12%	8%	10%

## Entrances used

Of those who have visited the park in the last year the following patterns in entrance use are evident<sup>2</sup>:

- Two thirds of impacted residents use the Hanover Street entrance and are most likely to walk to this entrance; less than 20 percent use any of other entrances and are likely to drive to these entrances when they do
- Residents of the surrounding suburbs split their use across all the entrances and were most likely to go by foot whatever entrance was being used
- Respondents who came from outside the surrounding areas were most like to use the Waikowhai Street or bottom of Ngaio Gorge entrance

Further analysis of current users who use a car to get to the various entrances of Trelissick Park was undertaken.

4. **Table 4: Number of individuals who use a car to access one or more Trelissick Park entrances**

Place of residence	Use a car to access entrance (all entrances and uses combined)	Number of individuals using a car (if individual uses car to access multiple entrances, only counted once)	Total respondents (% of respondents who use car to access one or more entrances)
Wadestown	23 responses	16 individuals	129 (12%)
Crofton Downs	11 responses	6 individuals	12 (50%)
Ngaio	31 responses	14 individuals	61 (23%)
Other Suburbs	40 responses	26 individuals	70 (37%)

## Use vs Support

Use not always equal support; that is, some respondents stated that they would use the proposed access-way if it was built but did not support it being built; on the flipside some respondents stated they would not use the access-way but supported it being constructed.

5. **Table 5: Level of support for the proposed access-way based on perceived use**

Respondents	Use	Support
Total (272)	Yes (232)	Support (174)
		Don't Support (3)

<sup>2</sup> A full table of data is included in the appendices



		Neutral (24)
		No Comment (31)
	No (22)	Support (2)
		Don't Support (18)
		Neutral (2)
		No Comment
	Don't know (18)	Support (4)
		Don't Support (3)
		Neutral (9)
		No Comment (2)

### Negative impacts and issues

The key concerns raised in the survey are: privacy, increased traffic, the dangers of this and associated parking issue; environmental and; the lack of need for an additional access-way.

#### Privacy

- This included those who lived in proximity and were concerned for their own privacy and the concerns of others for these residents.

*"I am very concerned about this. I have 2 young children and enjoy an incredibly private home. My kids and the neighbours kids all play on bikes and scooters around the driveway and road. There are no pavements and cars coming along will have no parking and I worry about them with the kids playing. The access way will impact directly on my privacy!"*

#### Increased car traffic

- Increased cars and parking is a concern for some particularly in the cul-de-sac area at the end of Oban Street where the proposed access-way is located.

*"It compromises the safety for the children who live in the cul-de-sac... There will be a large increase in traffic which the children are not used to. Also, people who live in the street are aware of the children and the hazards and slow down accordingly. People not from the street do not... There is very limited parking. Also, because the road is so narrow people tend to park across the footpath further exacerbating the safety issue as children have to walk on to the road to get around the cars. Large cars will feel a need to park on the footpath, to allow other cars to get around them. The road is a narrow dead end; it is very difficult to turn around. It would only take 2-3 cars to completely clog the street."*

*"While I love the idea of closer park access in Wadestown, I am concerned about additional cars, lack of parking and additional road use on our very narrow and quiet street. Oban Street is very peaceful with only local residents driving and parking in the area and any risk to this worries me."*

#### Environmental

- Concerns for the bird and plant life of further opening up the park and cutting more tracks were raised.

*"I am concerned with the impact on the environment, bird life and quiet retreat that is currently the gorge. The wildlife had increased significantly in the area and there are nesting birds in the vicinity of the proposed track."*

*"I disagree strongly with building any access way or bridge in this particular area of the Gorge - it passes through the Southern bank and this is an area particularly in use by tui and kereru for feeding and nesting in season. Tui and kereru numbers in excess of 20 at a time have been observed in this area during the season and any increased traffic will certainly disturb the habitat for them, whether dogs are on a leash or not."*

#### Unnecessary

- Some respondents felt there are enough existing entrances and therefore no need for another. Being unnecessary had an associated cost concern that is some did want to see ratepayers money used to pay for this unnecessary project.

*"I don't think this path is necessary. Wadestown already has access to the park via Hanover St. Further, the path is an unnecessary cost, and impinges on the privacy of the residents on Oban."*

*"Seven entrances to the park (including one from nearby Hanover Street) is enough already. Ratepayer money would be better spent elsewhere such as reducing the \$3 an hour weekend parking (\$2.50 + 50 fee). By the way, thanks for removing the snapper option from the parking machines."*

### Enabling impacts and benefits

Nearly all those residents from the streets potentially impacted by the proposed access-way who stated they would use the access-way said that it would enable them to start using the park or use the park more regularly.

Half of those respondents who live in the surrounding suburbs stated they would also be able to use the park more regularly as a result of the access-way.

*"I would use Trelissick Park much more regularly if this access point was available."*

*"I would use the park more and welcome the new entrance way."*

Most stated it would enable them to use the park as part of a loop walk; either one that involved walking up the Wadestown shopping area or one that included a longer walk and other parks; analysis of the comments shows that in some cases this type of use would be 'occasional' or 'infrequent'.

*"It would be a wonderful addition to the walks already in the park. Especially the benefit of it being a round trip, i.e. into the park from Hanover Street entrance, over the bridge, along the Remnant Track, along the stream, around the old buildings, then back to cross the stream and up to Oban street, then along the road back to Hanover Street, via the library, shops, etc."*

*"I would certainly look at using this entrance for both recreation and commuting on foot. It would provide increased linkages to tracks on Te Ahumairangi, reducing the amount of street walking/running required and provide an increased amount of loop options, not just within Trelissick Park, but also together with Te Ahumairangi."*

*"As a tramper I have led lengthy day-trips through Trelissick as part of circuits, e.g. Otari-Te Ahumairangi-Trelissick-Odell Reserve-Kaukau-Skyline-Otari. I also enjoy incorporating it into shorter walks with walking friends - using a variety of entrance points to create interesting circuits."*

Twenty one percent mentioned being able to use and/or increase existing use of the track in combination with others in order to commute between work and home, or to develop longer walks taking in other parks and bush in the area.

*"I would use the loop to commute home. I general run up Wadestown road and then to Blackbridge Rd - Churchill Drive. That can get a dreary in a strong northerly. This new entrance would allow me to go past the shops at Sefton Street, down Oban and run up the gorge, a much nicer more sheltered run."*

*"This entrance would mean that the walk from the city would be a reasonable length for me to be able to do it more frequently. I could avoid the busy Hutt Road completely so the walk through Wadestown and the gorge would be much more pleasant."*

Non-work destinations respondents specifically mentioned being able to access, or access more easily, included: family and friends; the shops at the bottom of Ngaio Gorge; the shops in Crofton Downs; cafes in Ngaio and Wadestown and; the CBD.

*"We think it would be a great additional walk to have in the area. As well as allowing quick walking access down to the park to enjoy, there are also the businesses at the bottom of the gorge which would become walkable too."*

*"Easier access to Trelissick from nearby where I live - increased access to Crofton Downs and the services there (supermarket, Mitre 10, train station on Jville line) on foot, as a non-driving resident these things are always very beneficial."*

6. **Table 6: How the proposed access-way would be used or enable use<sup>3</sup>**

	Start using the park	Use the park more regularly	Use the park as part of a loop walk	Use the track as a commuter route	Use track to get between non-work destinations	Take a different route within the park	Other
Impacted (n=46)	13% (6)	85% (39)	83% (38)	2% (1)	26% (12)	59% (27)	11% (5)
Surrounding Suburbs (n=123)	6% (7)	50% (61)	80% (99)	21% (26)	23% (28)	67% (83)	11% (14)
Others (n=63)	2% (1)	38% (24)	68% (43)		10% (6)	76% (48)	10% (6)

<sup>3</sup> Respondents could select all options that were applicable. However, start using the park and using the park more regularly were treated as 'mutually exclusive' in the analysis. Therefore respondents were only coded into one group not both.

## Appendix One: Additional Demographic Data

7. Table 7: Total respondents by age

	Impacted Residents	Surrounding Suburbs	Other
<b>Total Responses</b>	<b>58</b>	<b>144</b>	<b>70</b>
Age			
Under 24	3	2	1
25 to 34	12	6	3
35 to 44	15	28	6
45 to 54	12	31	7
55 to 64	14	25	9
65 to 74		30	22
75 +		20	19
Prefer not to say	2	2	3

8. Table 8: Total respondents by suburb and ward

Surrounding Suburbs		Onslow-Western Ward Suburbs		Lambton Ward Suburbs	
Crofton Downs	12	Broadmeadows	2	Aro Valley & Te Aro	3
Ngaio	61	Karori	10	Kelburn	4
Wadestown	71	Khandallah	10	Mount Victoria	4
		Northland	3	Thorndon	5
		Wilton	7	CBD & Oriental Bay	3
Northern Ward Suburbs		Southern Ward Suburbs		Eastern Ward Suburbs	
Grenada Village & Tawa	5	Newtown	2	Hataitai, Miramar & Seatoun	4
Outside Wellington City					
Lower Hutt City	4	Porirua City	3	Overseas	1

9. Table 9: Current frequency of use

Frequency	Impacted	Surrounding	Other
More than once a week	2%	20%	3%
About once a week	3%	7%	6%
Several times a month	14%	19%	10%
About once a month	19%	27%	26%
Once or twice in the last year	50%	19%	46%
I haven't visited but have an interest in the Park	2%	8%	10%
I haven't visited and have no interest in the Park	10%		



## Appendix Two: Council Survey Results compared to Trelissick Park Group Survey Results

10. Table 10: Impacted residents who responded by street

"Impacted" Residents	WCC	TPG
Buchanan Street	1	0
Fitzroy Street	3	2
Highland Crescent	11	5
Moorhouse Street*	2	1
Oban Street	40	29
Pitt Street*	8	9
<b>Total</b>	<b>65</b>	<b>46</b>
<b>% of total respondents</b>	<b>24%</b>	<b>22%</b>

\*No breakdown as to location on street so all residents from these streets included in WCC figures; therefore total respondents is 65, not 58 as used in analysis

11. Table 11: Number and proportion of respondents by residence

	WCC	TPG
Wadestown Residents (including impacted)	47% (129)	67% (138)
Ngaio Residents	22%(61)	14%(29)
Other (includes Crofton Downs)	30% (82)	19% (38)
Total	100% (272)	100% (205)

12. Table 12: Reported use of proposed access-way or track formed from access-way

	WCC: Would use entranceway		TPG: Would use track	
Yes	225	85%	188	92%
No	22	8%	17	8%
Don't know	18	7%		
Responses	265		205	
Blank	14			

13. Table 13: Current use and perceived future use

	WCC: Current use of park	TPG: Use of proposed track
Weekly	19%	28%
Monthly	45%	34%
Occasionally	36%	38%

## Appendix Three: Validation Process

- Those who drove to Hanover Street entrance but would walk or cycle to proposed entrance: 2 suspicious responses removed from further analysis

Drive to Hanover Street = 18	Oban St = Yes = 15	Access by foot = 11	Live on Oban or Highland St = 6	Valid
			Live on Wade, Sefton or Barnard so Oban closest and within walking distance	Valid
			Lives outside surrounding suburbs but walks dogs from Sefton St address	Valid
			Lives in Ngaio no further explanation	Suspicious (possibly use as exit or not at all – remove from use Oban St data)
		Access by bike = 1	Wilton/65-74 years/weeds/2.6km (one way) hilly bike ride	Suspicious (change access type to car in line with access to all other entrances)
		Access by car = 2	Mt. Vic & Wilton	Valid
		Use as exit only = 1	Khandallah	Valid
	Oban St = No = 2			Valid
	Oban St = Don't know = 1			Valid

- Ensure validity of commuter route where “use the track as a commuter route” selected: 11 responses deemed to be highly unlikely and removed

Use the track as a commuter route = selected = 40	Live in surrounding suburbs and describe commuting route (current, prospective or both) = 18	Valid
	Are aged 75+ and therefore unlikely to still be in paid employment (commute defined as home to work travel) = 5 (two mention volunteer work in Trelissick Park; Park is therefore end destination not commuter route to destination	Invalid (removed selection)
	Live in Ngaio or Wadestown and neighbouring suburbs so viable commuter routes available = 11	Valid
	Live in suburbs with no obvious commute available; a substantial distance from entrance; and have left no explanation = 6	Invalid (removed selection)

3. Those who stated they would start using the park as a result of the Oban Street entrance: removed selection when had previously stated regular use from other entrances

Start using park = selected = 18	Current use = Not visited in last year, not interested = 1	Comments that with entrance so close would start to use park – lives in impacted area	Valid
	Current use = Not visited in last year, but interested = 10	Live in impacted area = 3	Valid
		Live outside surrounding area, new to Wellington part of tramping group = 1	Valid
		Live in Wadestown outside impacted area but in streets where closest access would be Oban = 4	Valid
		Live in Ngaio with reason for not using recently = 1	Valid
		Lives outside Wellington Region no link between why not using now and new access way would facilitate use = 1	Suspicious (changed use of access way from yes to don't know)
	Current use = once or twice in the last year = 3	Live in impacted streets or Wadestown where closest entrance would be new access way but current loop too long so current use is infrequent = 3	Valid
	Currently use = once a month or more frequently = 3	Live in surrounding suburbs, comments mention higher usage but not new user	Invalid (removed selection "start using park" from response)

4. Those who stated they would start using the park and stated they would use it more regularly. For analysis these were treated as mutually exclusive (one or other but not both possible): if "start using park" option validated then where "use the park more regularly" also selected this was removed.

Start using park = valid = 13	Use the park more regularly = selected = 7	Invalid: "use the park more regularly" removed as selection
	Use the park more regularly = selected = 6	Valid

## Appendix Four: Users by entrances and methods of transport

14. **Table 14: Percentage of users by entrances used and how they access each entrance**

	Bottom of Ngaio Gorge	Ngaio Gorge Rd, ½ way up	Upper Ngaio Gorge Road	Trelissick Cres (#19)	Trelissick Cres (#39)	Hanover Street	Waikowhai Street	Other <sup>4</sup>	Perceived use of proposed access way
<b>Impacted Residents (n=58)</b>									
Use	19%	7%		9%	5%	69%	14%	3%	79%
Car	91%	75%		60%	67%	18%	75%		
Foot	9%	25%		40%	33%	83%	25%		100%
<b>Surrounding Suburbs (n=144)</b>									
Use	42%	15%	23%	32%	31%	56%	51%	3%	85%
Car	32%	45%	9%	11%	7%	5%	16%		3%
Foot	65%	55%	91%	89%	93%	94%	82%		95%
Public Trans.	2%						1%		1%
Push bike	2%								1%
Motorbike						1%			
<b>Other Users (n=70)</b>									
Use	57%	17%	13%	17%	17%	44%	66%	3%	90%
Car	40%	42%	11%		25%	19%	20%		25%
Foot	48%	42%	78%	67%	67%	71%	48%		58%
Public Trans.	13%	17%	11%	33%	8%	10%	28%		15%
Push bike							4%		2%

<sup>4</sup> Impacted: own property or; opposite northern entrance to Wilton Bush ---- Surrounding suburbs: own property or; Churchill Drive ---- Other: Otari Plant Museum down the Kaiwharawhara Track



## Appendix Five: Use and support with breakdown of numbers and illustrative comments

Use	Support	
Yes (53)	Support (48)	<p>"This would be a great addition to the amenities and enhance my families enjoyment (as well as my neighbourhood's) of Trelissick Park and all of the treats, native flora, and exciting ecosystems it holds"</p> <p>"We would be able to do a loop walk through the park instead of an out-and-back via Hanover Street. It would be a really good thing from our perspective."</p> <p>"I would use the park more and welcome the new entrance way."</p> <p>"Easier access to Trelissick from nearby - increased access to Crofton Downs and the services there (supermarket, Mitre 10, train station on Johnsonville line) on foot, as a non-driving resident these things are always very beneficial"</p>
	Don't support (3)	<p>"There are plenty of other alternatives to access the park if this entry didn't go ahead. Just because there is another possible entry point, doesn't mean that we need to create another, especially being between two houses on a very private road and cul-de-sac. If it did go ahead, I would use it being the closer option, but if not, I am happy to keep using the other options."</p>
	Neither for nor against (1)	<p>"Another entrance to the park from the Wadestown side would be useful. But it looks like the new entrance would be unusually narrow (I don't know what is standard). I can understand the privacy concerns of the owners on either side."</p>
	No qualitative data (1)	
	Support (0)	
	Don't support (9)	<p>"I've been living in Oban street for more than 10 years and have been more than satisfied with the Hanover street entrance. It is only an easy ten minute walk away. The proposed track doesn't solve a problem as the Wadestown community already have access to the park. The second track will not add much in terms of additional community benefit (we already have access), however the significant adverse effects will be disproportionately borne by a small number of residents. In particular I am most concerned about the safety of the twelve children (including my own) under ten years old, from the increased traffic in this part of Oban street."</p> <p>"Anti the path for the impact on adjoining property. Not necessary"</p>
	Neither for nor against (0)	
	No qualitative data (0)	
	Support (0)	
	Don't support (2)	<p>"Negatives: Parking - it's quite difficult to get our cars in and out of our driveway when there are other cars parked on the street opposite. Since the track entrance would probably attract more parked cars, this would be disruptive and potentially lead to increased accidents. If the plan did go ahead I would like to see parking restrictions structured to minimise disruption to residents."</p>
<b>Impacted (64)</b>		

		<p>General thoroughfare - this part of Oban St is currently very quiet and family friendly. A flux of walkers, dogs and cars would make it less safe for children, potentially much less so. The lead-free status of the park would make it quite likely for dogs to be entering or exiting the track off-lead, which is potentially quite dangerous for local children. A clean escape path into the bush would also make it easier for burglars to operate in the area.</p> <p>Unhappy neighbours - the privacy issues for one of the houses next to the proposed entrance is significant. There is a significant risk that the value of this property is impacted if the track entrance is developed with insufficient attention to privacy issues, and that this affects the likelihood that our valued neighbours stay in the property.</p> <p>Positives: Recreation - we may use the path for access to the park, although this is already possible through Hanover St."</p>
		Neither for nor against (0)
		No qualitative data (0)
Use	Support	
Surrounding suburbs (138)	Yes (117)	<p>"This walkway would enable a very pleasant loop trip from the Waikowhai street entrance, down though the scenic gorge section and then returning via Wadestown shops/cafe to Hanover street entrance and thence Waikowhai St. Presently once you descend into the gorge you committed to trudging out to the tank farm at Kaiwharawhara. I would also use the loop to commute home. I general run up Wadestown road and then to Blackbridge Rd, Churchill Drive. That can get a dreary in a strong northerly. This new entrance would allow me to go past the shops at Sefton Street, down Oban and run up the gorge, a much nicer more sheltered run, please build it."</p> <p>"We live at the junction of Ngaio Gorge Rd and Kaiwharawhara Rd. A new access and exit point such as the one proposed would be ideal for us and would provide a very direct route to the city. My family and I often walk to town and do so via the Hutt Rd into Thorndon, which is not so enjoyable. We rarely use the track that exits into Hanover St as it is not direct enough."</p> <p>"The Oban Ridge provides the gentlest access to the valley and park than any other track on the South side of the Kaiwharawhara stream. With a gentle sidle towards the pylon the ridge slope down, apart from the last 20m into the stream, is a gentle grade. Our pest control efforts have been well rewarded on the ridge with more rats being caught there than in similar places in the park. I would hate to see the legal access closed off to such an important activity especially with the council's interest in encouraging birdlife. Ten years after starting trapping we now have a dawn chorus in Wadestown."</p>
		Support (83)
		Don't support (0)
		<p>Neither for nor against (14)</p> <p>"Would use it depending on where the entrance connected to the main valley floor track. The higher up the connection, the more I would be likely to use it as it would be shorter for me than the current Hanover St route. If the connection is quite low in the Park I would probably not use it.</p>

			I wonder if there would be an alternative that would be less intrusive to residents of the two adjacent houses.” “Our family of four would make use of the track if developed. However, we are conscious that it will adversely impact 112 and 114 Oban Street.”
		No qualitative data (20)	
		Support (2)	“Think it would be an asset to the park”
	No (12)	Don't support (8)	“I disagree strongly with building any access way or bridge in this particular area of the Gorge - it passes through the Southern bank and this is an area particularly in use by tui and kereru for feeding and nesting in season. Tui and kereru numbers in excess of 20 at a time have been observed in this area during the season and any increased traffic will certainly disturb the habitat for them, whether dogs are on a leash or not. I live across from the Hanover St entrance and there are often large groups of adults/children gathering and entering the track here, a lot of chatter etc. as they use the track. From Hanover St thru to the industrial area, the bird life is unrestricted and undisturbed - one of the few areas of Ngaio Gorge where this is still so. People and dogs have plenty of access already, and other nearby areas to access the bush. Please do not encroach any further on this one remaining bird corridor for Wellington City.” “It seems very close to the houses. The road is already problematic in that area. I would always use Hanover access”
		Neither for nor against (2)	“I often do a loop and have used all entrances at some time, mostly walking”
		No qualitative data (0)	
		Support (2)	“Probably would use it occasionally when we wanted to do a longer walk.”
	Don't know (9)	Don't support (0)	
		Neither for nor against (7)	“It would provide an alternative interesting option but is not essential to my enjoyment of the park.” “Now and then I do a loop walk through Trelissick Park, but not often through Wadestown.”
		No qualitative data (0)	
	Use	Support	
Other areas (70)	Yes (62)	Support (43)	“It would allow greater flexibility in running tramping/walking trips for easy-medium walkers/trampers.” “I would certainly use this new route as it would provide a shorter pedestrian connection between Wadestown and Kaiwharawhara/Khandallah. It also allows for a longer scenic walk along the stream going upstream from Wadestown to Ngaio.” “I would only use it sporadically but it would increase the attraction of Trelissick Park as a walking



	Don't support (0)	destination for me.” “I often trail run through Trelissick Park, it is one of the many great reserves that WCC manage which we are lucky for so close to a city. I believe Wellington should pride themselves on this and additional access so it can be closer to more places/people. Because of the nature of the park being connectors and one main track. I like to create off road loops which means I need to be creative by linking it up with Otari and Te Ahumirangi. This requires some road so I only have positive things to say for a loop track on the Southern side of Trelissick.”
	Neither for nor against (9)	The track looks very close to an existing house. There needs to be visual privacy, I don't think the panels are tall enough. We would definitely use it. I enjoy walking in this area. Please act to enhance the wonderful ecological/ recreation area. This is a wonderful part of the "lungs" of the city. It has a precious river/ water channel too.
	No qualitative data (10)	
	Support (0)	
No (1)	Don't support (1)	“There is hardly any parking around this area, and seems very invasive of the 2 properties.”
	Neither for nor against (0)	
	No qualitative data (0)	
Don't know (7)	Support (2)	“Provide nice loop”
	Don't support (1)	“I'm not sure if I would feel safe using this entrance, currently going in from Hanover St, or by Crofton Downs and bottom of Ngaio Gorge it's a big open space to start the track. The proposed picture between the two houses looks narrow and not so secure.”
	Neither for nor against (2)	“I support this but what I think would be more useful is linking the park to the start of the Wilton bush track (corner Churchill & Blackbridge Roads). You'd need a pedestrian crossing over the railway (same as Poona St to Burma Road). Imagine the fantastic long walkway you've created by joining those two sets of tracks up.”
	No qualitative data (2)	

## Impacts

### What would the impact be for you if this access-way was established?

#### Comments opposing the new access-way

(13 comments from 11 dwellings)

1. The impact would be increased traffic and lack of parking in the area. This area already has very limited off-street parking. The end of Oban Street where the access is proposed is also very narrow. Seven entrances to the park (including one from nearby Hanover Street) is enough already. Ratepayer money would be better spent elsewhere such as reducing the \$3 an hour weekend parking (\$2.50 + 50 fee).
2. There are currently 12 children 11 years and under who live right at this end of the street (which is a dead end). Our kids bike and scooter on the road and run between each of our houses. This end of the street is extremely narrow and curved with one narrow footpath on one side. The track would increase traffic and parking congestion. Some drivers already hoon around the corner. I think the track would significantly increase the risk of our children coming to harm in a traffic accident right at this spot. (2) Dogs: Trelissick Park is an off-lead dog area. What I've observed with other areas (we have a dog) is that people let their dogs off the lead well before the area. I think they would get out of their cars with dogs off the lead and there would be a real risk of harm again to the kids from dogs. This is a very built up area not like other areas around lead-free spots like Te Ahumairangi where there is a buffer of parkland around the lead-free area. (3) The proposed track is ridiculously close to 112 Oban St - only 1.5 metres from the bedroom windows of the house. The Trelissick Park Group have proposed to have a fence but that won't protect privacy because the windows go up to 3m high and so anyone on the track will still be able to see on the angle directly into the bedrooms. That is really inappropriate in terms of breach of privacy but it also makes people using the access way feel really uncomfortable because you are so obviously in someone's private space. (4) The track would drastically increase our road traffic and parking woes which are already significant. We already have people commonly parking on yellow lines, taking up a lot of the road, getting stuck turning around at the end of the road. The proposal is to put the start of the track in what is currently used as a turning bay which would really decrease its use. (5) The track would pose a security threat to the houses close by with the track providing a very accessible route for burglars and perpetrators.
3. It compromises the safety for the children who live in the cul-de-sac. There are currently 12 children under ten years old. There will be a large increase in traffic which the children are not used to. Also, people who live in the street are aware of the children and the hazards and slow down accordingly. People not from the street do not. As the street is so quiet and has no through traffic, children in the street have grown accustomed to riding their bikes, scooters etc. Making this change will be a perfect storm for disaster. There is very limited parking. Also, because the road is so narrow people tend to park across the footpath further exacerbating the safety issue as children have to walk on to the road to get around the cars. Large cars will feel a need to park on the footpath, to allow other cars to get around them.

The road is a narrow dead end; it is very difficult to turn around. It would only take 2-3 cars to completely clog the street. Privacy will be badly affected. Even with the fence, tall people will be able to see directly into the bedroom window, which would be only 1m away from the fence. The fence will make the privacy / security issues worse as shorter miscreants could climb the fence for an even better view in the window. And worse, those with nefarious intent could lurk unseen behind the fence - undetected by residents inside. However, the track does provide fantastic access / getaway route for burglars, or worse, and further the fence will provide a great hiding spot for them, allowing for them to come and go undetected. Cost - the track will be very steep requiring several sets of stairs handrails and significant benching and other remedial works to make safe. There is a perfectly good track close by in Hanover Street; it's hard to see justification for another similar track so close by. Especially with the problems, safety of neighbourhood children, cost, and adverse effects on residents the new track poses.

4. I am very concerned about this. I have 2 young children and enjoy an incredibly private home. My kids and the neighbours' kids all play on bikes and scooters around the driveway and road. There are no pavements and cars coming along will have no parking and I worry about them with the kids playing. The access way will impact directly on my privacy! I am a single mum with 2 kids and have been through a very traumatic abusive time. I do not want to have a public access way on my doorstep! I feel safe in my home because it is private at the end of a cul-de-sac - this access to the path will entirely change that! This will be an invite to all public to come practically on to the property where I live. I do not want this for me or for my children.
5. There are a number of negative impacts. (1) Parking. Recently this part of Oban street became a "No Parking" zone down much of its length. There is currently just 1 on-street carpark at the end of the cul-de-sac where there are ten separate residences. It's hard enough for residents or visitors to find a park since the recent parking restrictions were introduced. It will be even more difficult if there are numerous Trelissick park users as well. (2) Privacy/The walkway fence. The fence depicted is insufficient to deal with the privacy issues raised in the introduction. The fence would need to be significantly higher to offer any privacy to the bedroom of 112 Oban Street. That would mean an increase in costs and could possibly require resource consent.
6. I live at the end of Oban St cul-de-sac. Parking for some residents is on the street and there is little turning space. My concerns are that there is limited space to park and any increase in traffic will be difficult. There is already access to the park nearby. I also understand that some properties privacy will be impacted.
7. The impact on us is: the lack of parking, narrow street, no exit street, the continual use of our driveway for turning and increased traffic both vehicles and pedestrians. Many times now we have great difficulty getting out of our driveway due to inconsiderate parking. Our community in Oban Street has lots of young children who feel safe because they know their neighbours, opening this track leaves us exposed to criminal activity e.g. burglaries. We feel there are more than enough entrances to Trelissick Park, we use the entrance at Hanover Street which is not far away.

8. Negatives: (1) Parking. It's quite difficult to get our cars in and out of our driveway when there are other cars parked on the street opposite. Since the track entrance would probably attract more parked cars, this would be disruptive and potentially lead to increased accidents. If the plan did go ahead I would like to see parking restrictions structured to minimise disruption to residents. (2) General thoroughfare. This part of Oban St is currently very quiet and family friendly. A flux of walkers, dogs and cars would make it less safe for children, potentially much less so. The lead-free status of the park would make it quite likely for dogs to be entering or exiting the track off-lead, which is potentially quite dangerous for local children. A clean escape path into the bush would also make it easier for burglars to operate in the area. (3) Unhappy neighbours. The privacy issues for one of the houses next to the proposed entrance are significant. There is a significant risk that the value of this property is impacted if the track entrance is developed with insufficient attention to privacy issues, and that this affects the likelihood that our valued neighbours stay in the property. Positives: (1) Recreation. We may use the path for access to the park, although this is already possible through Hanover St.
9. Negative: I live about 100 metres from the proposed entranceway. Increased foot and car traffic is a risk to security. My property, including our baby's bedroom, is right next to the footpath. We are affected by whatever happens in the street. The number of cars parked in this part of Oban St is increasing due to increasing car ownership. Already people living in other parts of the street around 76-77 Oban St, park their cars near my house due to lack of parking near their own properties. There is even less parking space where at the proposed path entrance. Oban St is narrow and congested now. More car traffic and parking will impact on safety for the children who live here and our quality of life. The turnover of residents in this location is very low. Many of us have bought properties here because we value the seclusion and the security. This proposal could seriously undermine that. It isn't just the people who are adjacent to the proposed path who are affected; it is all of us who live in this end of Oban St. I am not confident about the accuracy of the supporters' 2016 survey however their March 2017 report on the results states that 12 respondents in Oban Street don't support the proposal - this is a significant number of people in the affected location. The concerns of the property owners on either side of the proposed path are serious and valid. This proposal is heavy handed and the council should not be treating its residents in this way. My partner and I have undertaken significant pest control and revegetation on our section and down to the railway line. The impact has been fantastic on vegetation and birdlife. We do not want to see our good work and the work of many others damaged by predation, overuse or vandalism. The area is supposed to be a wilderness, opening it up to people and dogs will impact on the environmental achievements. At a public meeting on the proposal in late 2016 the HPPA were faced with very strong local opposition. They undertook to investigate alternative access ways on the Wadestown side that did not cause such severe concerns. I see no evidence that this undertaking was honoured. Fortunately the council has become involved in the consultation process as the original survey was not valid. The impact on me has been that the track supporters have doggedly pursued one option despite major concerns from those most affected. I find it unacceptable



in a democracy that this group can so stubbornly ignore the rights and views of the people who are most impacted by the proposal.

10. While I love the idea of closer park access in Wadestown, I am concerned about additional cars, lack of parking and additional road use on our very narrow and quiet street. Oban Street is very peaceful with only local residents driving and parking in the area and any risk to this worries me, especially with (in my opinion) quite a few park access points already in the area. We regularly walk to the various access points and it isn't a problem, already living so close to the park.
11. Potentially more road and foot traffic on Oban Street, less parking on an already cramped road, less tranquillity.
12. Oban Street is mainly a single lane road due to parking; increased car traffic is likely to cause more accidents due to unfamiliar drivers using the road. There is a kindergarten on the street, so there are a lot of young children being walked to Kindy, also with a school up the road, a lot of children scootering and biking around the area. Increased traffic increases the risk of accidents. Where would people wanting to use this new entrance to Trelissick Park, park their cars? It is in a cul der sac, and there is already very limited parking on the street (as there is also the church on Pitt Street) and especially around the U bend of Pitt and Oban Street. This would have a significant impact to the houses (like where I live) that have stair-only access to the house. While it is a nice idea, I don't believe it is the right move for the neighbourhood.
13. Increased car traffic down Pitt Street. Already very narrow, limited parking particularly on weekends and lots of waiting as cars are reduced to single lanes. Potentially further increasing safety hazard for children, elderly and pets with additional cars.

### Comments with positive and negative impacts mentioned equally

(4 comments from 4 dwellings)

1. We live at the end of the cul-de-sac in question but fortunately have a driveway. We therefore don't have a concern about competition for parking, but do not want to see our driveway become a heavily used car turning point. One way of alleviating these concerns would be to improve the on-street turning in front of 120 Oban St by lowering the pavement to make the area wider, or similar. A "No Turn" sign would be welcome too.
2. Improved access to Trelissick Park. May be more people using Oban Street (walking, cycling, driving past our house) to get to the Park.
3. Easier and quicker access into Tresslick Park. There would be great potential for increased foot traffic in the Oban Street area with increased car parking issues for those wanting to access the park
4. Minimal impact for me; I have a garage so my own parking won't be affected. Some risk that visitors won't be able to get parking as the street parking is already quite crowded

### **Comments supporting the proposed access-way**

(41 comments from 32 dwellings)

1. I'm completely behind this proposal. I love walking around the neighbourhood and especially using the track that already comes down from Wadestown. With this track being even closer to where I live it makes it even easier to access to park and other routes that it connects too (like the Northern Walkway). There may be more foot traffic for this route but I don't think that would affect us directly. The properties beside the proposed route may have something to say about that and I'd fully understand if they didn't want it.
2. The development would positively benefit me as it would provide easy access to Trellissick Park and I would also hope that the bush near the property would be better maintained than it currently is. The negative impacts would be a slight decrease in privacy, although I don't foresee this as being a major problem. The only thing that would concern me is an increase in parked cars on Oban street. Overall, I would see this as having a positive impact on me.
3. We think it would be a great additional walk to have in the area. As well as allowing quick walking access down to the park to enjoy, there are also the businesses at the bottom of the gorge which would become walkable too. One thing we would not want is for further people to use it as parking in any way - our area is already at capacity.
4. I use other parts of that walkway regularly; I don't notice extra traffic, pedestrian or motorised. People seem to not all walk at the same time. I feel like it's mostly local people who use the tracks and they would have no need to drive. There may be some increased traffic but it would be worth it.
5. I think there would be more traffic but not enough to stop this going ahead. Additional traffic already exists Mon-Fri due to the kindy on Oban St. Opening up Trellissick Park would have less impact than that does
6. There may be slightly more traffic but I believe it would be minimal. I think most people would walk to and from the entrance. However there are a lot of parks available along Oban Street, if not in the cul de sac. I have driven to Hanover Street to start the walk but if an Oban St entrance were opened I would walk from home and loop around the park back to Oban St.
7. Better access to Trellissick Park. We are a family of keen bushwalkers. One of my neighbours has expressed concern that we'd have more cars trying to park on the cul-de-sac but I am doubtful this would happen to a detrimental extent. I haven't compared to other Wadestown access points but my feeling having lived here for 7 years and walked most days (mostly up the ridge because it's been easier to do a loop hour walk/run) is that mostly locals would use it and appreciate the opportunities for loop walks.

8. Better access to Trelissick Park for dog walking, running and family activities
9. I believe that this would be a positive impact on our neighbourhood as it will improve access primarily for the locals. While many may fear strangers coming into their neighbourhoods, having watched the access from some of the other entrances to the park I do not think this is a real fear. What it will achieve is greater access to this wonderful park for the local community and with greater access an improvement in the guardianship of the park. We are privileged to have such wonderful bush so close to us. It would be a shame not to make it more accessible.
10. It would be very appreciated by myself.
11. The impact would be to have practical access to Trelissick Park from Wadestown. Currently there is only a single access from this side of the gorge, which is inappropriate for a suburb the size of Wadestown, particularly if we wish to encourage use of the park. Additionally I know this park is attractive to children of the suburb and an additional access point allows us as parents to set up good habits in terms of using and accessing this awesome park. Without good access I fear that some of the Wadestown youth would take it upon themselves to try their luck over the railway line, or down steep banks to access the park. I would feel more secure if there were good access ways like the proposed one in Oban St.
12. The access-way would provide a convenient loop walk through the park. Currently, the only access from Wadestown is via Hanover St which does not make the park a particularly attractive walking route. Whilst the access-way would likely increase foot traffic directly past my house, I think this is unlikely to cause a security issue. On the contrary, the availability of a loop walk through Wadestown may encourage Wadestown residents to circulate more in the community thereby enhancing natural surveillance.
13. Personally there would be a positive impact of being able to more easily access Trelissick Park and be able to complete a loop walk utilising the Hanover Street entrance as well. I think this would encourage greater use of Trelissick Park by Wadestown residents. I can imagine that there would be increased foot traffic in the area but that it wouldn't be excessive (it is already a popular route for dog walkers using Oban St as a loop).
14. It would have a very positive impact. We would have access to the park walking from our home, Rather than having to drive to Hanover Street or to Crofton Downs. So better for our health and the environment - and with two young kids it's too far to loop around otherwise without driving. We wouldn't be worried about additional traffic. It would also be a great opportunity for kids at the kindergarten on Oban Street to be able to access an outdoor space in easy reach for outings.
15. Positive - able to walk into reserve and not drive as is current situation. Hanover entry is out of our fitness range to walk.
16. Better access to this great park would be very positive. The negative impacts are negligible from my perspective. Having another entrance on the south side of the park would alleviate the traffic burden on Hanover Street, which in my experience seems slight, and also encourage walking to the entrances because it would create a loop (so park users on this

side don't have to enter and leave from Hanover Street). For those who do drive, and use it wouldn't matter where on the loop you parked.

17. The access way would allow us easier access to the Park for walks and recreation.
18. The impacts would be positive. I walk for leisure often but have only once dropped down into Trelissick Park once before because to walk to the entrance it is a very circular long route. It's always frustrated that there is a park so close to us but yet so far away. I do not think the volumes of additional foot or motor traffic will be any serious concern for those that have NIMBY views
19. It would enable me to access the park much more easily. I usually like running before work in parks too, but find that where we are situated now it takes too long to run to the park itself before I need to get back to work. My husband and I also enjoyed short evening strolls in the park where we used to live, but we have noticed that we don't do that now that we're in Wadestown because it's not possible to get to the park without it being a mission. I also have friends in Ngaio and Crofton Downs who regularly use the park because of its many entrance points and it would be great to be able to meet them at the park rather than using the car to see them. Having access to Trelissick Park would significantly aid my personal health and mental wellbeing. For those who live further away and would need to park to access the park, I am not concerned about any increase in traffic to the area as there are many other entrances and I'm sure some residents parking could be placed there for the surrounding houses.
20. Awesome, would make it much easier to walk my dogs to Trelissick
21. Positive!
22. Easier access to Trelissick from nearby - increased access to Crofton Downs and the services there (supermarket, Mitre 10, train station on Johnsonville line) on foot, as a non-driving resident these things are always very beneficial
23. Trelissick Park is a wonderful recreational asset for the region but the current access restricts how it can be used and parts of the park are inaccessible. I would be far more likely to use the park if there was a circular route.
24. Positive impact through having better access to recreational opportunities. The owners of the Oban Street properties knew the right of way was present when they bought their properties.
25. More frequent use of Trelissick Park. An alternative route to my regular walks. Somewhere we can easily walk to with visitors to showcase local flora.
26. Positive as an access point close by down into the park.
27. We would be able to do a loop walk through the park instead of an out-and-back via Hanover Street. It would be a really good thing from our perspective.








28. I think this would be great for me
29. Positive; would enable close access to bush areas.
30. My family and I would have much easier access to Trelissick Park.
31. If Wellington City Council were to implement this new pathway I would be very pleased.  
Personally I would use this pathway very frequently with my dog, it would aid in using a circular route through Wadestown rather than having to use Hanover Street constantly. Hopefully the traffic of walkers would also be eased, currently the street that has the entrance to Trelissick Park is being used all too often by far too many people. As someone living on Oban Street I think it's a great idea I wouldn't be bothered in the slightest.
32. It would be fabulous! We love Trelissick Park and closer access would be great.
33. I could take my dog there which means my dog could get lots of exercise which means he is too tired to bark which means he won't get any noise complaints :)
34. It would expand the recreational area for walking and exploring to the north of Oban Street currently an area off-limits. It would provide not only a link to Trelissick Park but (indirectly) to the top of Khandallah or to Kaiwharawhara Shops. I only use upper Oban Street for entrance/exit during peak times (Monday to Friday). There may be some increased traffic and parking but this can be managed with judicious use of no parking lines to keep traffic flowing.
35. It would give me another route to take to get my exercise at weekends.
36. Positive: I currently need to walk up to Hanover St to access Trelissick Park. This takes me 20 minutes. I have often driven to Hanover St to get to Trelissick Park.
37. Be able to access Trelissick Park for walks instead of driving to other access points.
38. For me I see only positives in the proposal. I would love to be able to walk with my family from our house, be in the park in minutes, then walk the loop via Hanover St, stopping for coffee at Wadestown village.
39. Access to Trelissick Park from Oban street would be great for us. We love Trelissick Park and at the moment we walk to the entrance in Hanover Street and back out the same way. Having a new access in our street will allow us to make a loop walk. We think it's great to promote access to our beautiful local parks :-).
40. Nil
41. It would be a very positive move as it's a park / route we'd use.

## ELECTRIC VEHICLE CHARGERS AND TRAFFIC RESOLUTIONS IN RESIDENTIAL STREETS

### Purpose

1. This report asks the City Strategy Committee to approve the installation of the first round of Energy Efficiency Conservation Authority (EECA) subsidised electric vehicle chargers (all with two electric vehicle car parks) at 18 residential street locations, plus a 19<sup>th</sup> location near the entrance of Wellington Zoo.

### Summary

				
56% of Wellington's greenhouse gas emissions are due to transport. Fossil fuels cars must be replaced quickly by electric vehicles (EV), walking, cycling and public transport to meet climate change goals.	But <b>one quarter</b> of Wellington's 71,000 homes don't support charging at home, as they lack garages/ carports. This is constraining local EV uptake.	Just <b>5</b> public fast charges currently serve the <b>750 electric cars</b> in Wellington City.	Over <b>50</b> written letters from Wellington residents to date state they will buy an EV if a public charger is installed within short walking distance from their home.	Public consulted on 34 locations within walking distance of where residents have approached Council. Public feedback results in <b>19 locations</b> EECA subsidised electric vehicle chargers proposed by this paper.

### Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Approve the following amendments to the Traffic Resolutions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:

	Column one	Column two	Column three
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a) TR072-18 Bank Road				
Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule:	<b>Bank Road</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	East side, commencing 12.5 metres north of its intersection with Garden Road (Grid coordinates X= 1,747,727.450 m Y= 5,428,528.370 m) and extending in a northerly direction following the eastern kerb line for 12.0 metres.	
b) TR073-18 Rodney Street				
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule:	<b>Rodney Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 51.6 metres south of its intersection with Sydenham Street (Grid coordinates X= 1,747,147.450 m Y= 5,428,897.550 m) and extending in a southerly direction following the western kerb line for 11.2 metres.	
c) TR074-18 Boundary Road				
i.	Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule	<b>Boundary Road</b>	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm	West side, commencing 132.5 metres north of its intersection with Upland Road and extending in a northerly direction following the western kerb line for 37 metres.
ii.	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Boundary Road</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am –	West side, commencing 132.5 metres north of its intersection with Upland Road (Grid coordinates X= 1,747,431.000 m Y= 5,427,892.980 m) and extending in a

			6:00pm.	northerly direction following the western kerb line for 11.2 metres.
iii.	Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule	<b>Boundary Road</b>	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm	West side, commencing 143.7 metres north of its intersection with Upland Road (Grid coordinates X= 1,747,431.000 m Y= 5,427,892.980 m) and extending in a northerly direction following the western kerb line for 25.8 metres.
<b>d) TR075-18 Holloway Road, Aro Valley</b>				
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Holloway Road</b>	Parking place in the form of electric vehicles only parking, at all times.	East side, commencing 279.5 metres south of its intersection with Raroa Road (Grid coordinates X= 1,747,454.500 m Y= 5,427,170.630 m) and extending in a southerly direction following the eastern kerb line for 12.0 metres.
<b>e) TR076-18 Epuni Street, Aro Valley</b>				
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Epuni Street</b>	Parking place in the form of electric vehicles only parking. At all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	West side, commencing 198.7 metres south of its intersection with Aro Street (Grid coordinates X= 1,747,877.190 m Y= 5,426,956.140 m) and extending in a southerly direction following the western kerb line for 12.0 metres.
<b>f) TR081-18 Miramar North Road, Miramar</b>				



Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Miramar North Road</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 118.0 metres west of its intersection with Weka Street (Grid coordinates X= 1,752,815.370 m Y= 5,426,064.540 m) and extending in a south-westerly direction following the western kerb line for 12.0 metres (2 parallel parking spaces).
<b>g) TR084-18 Hornsey Road, Melrose</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Hornsey Road</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 232.5 metres north of its intersection with Houghton Bay Road (Grid coordinates X= 1,749,537.670 m Y= 5,422,854.280 m) and extending in a northerly direction following the western kerb line for 11.2 metres.
<b>h) TR085-18 Jackson Street, Island Bay</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Jackson Street</b>	Parking place in the form of electric vehicles only parking, at all times.	South side, commencing 418.6 metres east of its intersection with Melbourne Street (Grid coordinates X= 1,748,655.420 m Y= 5,423,111.060 m) and extending in a north-easterly direction following the southern kerb line for 11.2 metres.
<b>i) TR086-18 Melbourne Road, Island Bay</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Melbourne Road</b>	Parking place in the form of electric vehicles only parking, at all times.	East side, commencing 34.2 metres south of its intersection with Dee

			Street (Grid coordinates X= 1,748,653.390 m Y= 5,423,157.080 m) and extending in a southerly direction following the eastern kerb line for 12.0 metres.
<b>j) TR087-18 Mersey Street, Island Bay</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Mersey Street</b>	Parking place in the form of electric vehicles only parking, at all times.	North side, commencing 29.5 metres west of its intersection with The Parade (Grid coordinates X= 1,748,316.160 m Y= 5,422,293.530 m) and extending in a westerly direction following the northern kerb line for 5.2 metres (2 angled car parks).
<b>k) TR089-18 66 Coromandel Street, Newtown</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Coromandel Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 19.8 metres north of its intersection with Wilson Street (Grid coordinates X= 1,749,515.430 m Y= 5,425,078.020 m) and extending in a northerly direction following the western kerb line for 12.0 metres.
<b>l) TR090-18 4 Coromandel Street, Newtown</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Coromandel Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 92.8 metres north of its intersection with Mein Street (Grid coordinates X= 1,749,470.170 m

			Y= 5,425,310.020 m) and extending in a northerly direction following the western kerb line for 12.0 metres.
<b>m) TR091-18 Wright Street, Mount Cook</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Wright Street</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	East side, commencing 86.5 metres south of its intersection with Carrington Street (Grid coordinates X= 1,748,511.250 m Y= 5,425,720.380 m) and extending in a southerly direction following the eastern kerb line for 13.8 metres.
<b>n) TR094-18 Karepa Street, Brooklyn</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Karepa Street</b>	Parking place in the form of electric vehicles only parking, at all times.	East side, commencing 34.8 metres east of its intersection with Apuka Street (Grid coordinates X= 1,747,287.690 m Y= 5,426,252.960 m) and extending in a north-easterly direction following the eastern kerb line for 11.2 metres.
<b>o) TR095-18 Bruce Avenue, Brooklyn</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Bruce Avenue</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 224.2 metres west of its intersection with Tanera Crescent (Grid coordinates X= 1,747,593.630 m Y= 5,426,215.110 m) and extending in a northerly direction following the western kerb line for 4.4 metres.

<b>p) TR096-18 Stanley Street, Berhampore</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Stanley Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 133.2 metres south of its intersection with Chilka Street (Grid coordinates X= 1,748,352.560 m Y= 5,423,964.380 m) and extending in a southerly direction following the western kerb line for 11.2 metres.
<b>q) TR098-18 Hall Street, Newtown</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Hall Street</b>	Parking place in the form of electric vehicles only parking, at all times.	North side, commencing 47.3 metres east of its intersection with Adelaide Road (Grid coordinates X= 1,748,739.890 m Y= 5,425,245.030 m) and extending in an easterly direction following the northern kerb line for 11.2 metres.
<b>r) TR009-18 Austin Street, Mount Victoria</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule	<b>Austin Street</b>	Parking place in the form of electric vehicles only parking, at all times.  Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	West side, commencing 16.0 metres southwest of its intersection with Pirie Street (Grid coordinates X= 1,749,614.200 m Y= 5,426,548.140 m) and extending in a south-westerly direction following the western kerb line for 12.0 metres.
<b>s) TR102-18 Manchester Street, Newtown (ZOO)</b>			
Add to Schedule B (Class Restricted) of the Traffic Restrictions	<b>Manchester Street</b>	Parking place in the form of electric vehicles only parking,	North side, commencing 30.5 metres northwest of



Schedule		at all times. P180, at all times.	its intersection with Owen Street (Grid coordinates X= 1,749,404.300 m Y= 5,424,224.190 m) and extending in a north-westerly direction following the eastern kerb line for 6.2 metres (2 angled car parks).
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## Background

2. Since 2007, Wellington City Council has had a target of reducing greenhouse gases by 80% by 2050, leading the way to a lower carbon future. The 2016 Low Carbon Capital Plan reaffirmed this – and to achieve this, significant action needs to be taken. One of the easiest ways we can make early progress in this transition is to make the switch from vehicles fuelled by fossil fuels, to vehicles fuelled by electricity. Road transport emissions make up 38% of emissions in Wellington City boundaries, so this is a significant area of potential change. The key role that local government can play in supporting electric vehicles – apart from buying our own – is installing or facilitating the installation of charging infrastructure. Like the four chargers we now have on CBD streets, a solution is needed for another problem identified through examining our data.
3. Most electric vehicle drivers are largely self-sufficient in being able to recharge their vehicles at their homes, however a quarter of Wellington's 71,000 homes lack off-street parking. This is concentrated in inner city suburbs such as Newtown, and commonplace where streets overlay our hilly topography. Electric vehicle adoption is impeded where homes lack off-street parking. The Council also does not wish to encourage the use of extension cables running from houses, across footpaths, to cars parked out on the street; the installation of chargers on residential streets is seen an effective mitigation to this electrical and pedestrian trip hazard.
4. The 2016 Low Carbon Capital Plan acknowledged these matters and in response set aside up to 100 on-street car parks to be used for public electric vehicle charging and car share.
5. Following the adoption of the 2016 Low Carbon Capital Plan, a jointly funded project to trial residential street chargers was formed between Wellington City Council and charging supplier Charge Net NZ, with 50% of funding coming from EECA's Low Emissions Vehicle Contestable Fund, and with further assistance and input from Wellington Electricity. The scope of the project is to install chargers in 25 residential street locations by mid-2019. Each location would charge two vehicles at once, with parking in two adjacent car parks restricted to Electric Vehicles Only.
6. The chargers are designed to be an alternative to charging in your home; i.e. are medium-speed chargers that satisfy the needs of several homes in their immediate area; they are not high power chargers that would attract a high volume of patronage as a petrol station might. In any case, the project budget, and existing electricity supply in residential streets would not support very high speed chargers in residential streets. To ensure financial sustainability, and ensure validity of measuring usage to extrapolate future use, a fee of 30c per kilowatt hour is charged to users. This compares to the higher end of what residents might pay for electricity used in their own home today. The purpose of the trial is identifying learnings from the initiative, and

through measurement and surveys, determine what grounds there might be for its future expansion.

7. The residential charging stations are approximately the size of a CBD pay and display machine, and ground-mounted. Locations for the chargers are strongly dictated by existing locations of electricity poles and where suitable car parking can be found. In some situations this requires their installation in footpaths. Where possible this can be avoided if one side of the street has no footpath (but is still used for safe car parking, and has electricity poles running along it). All other things being equal, the preference is to avoid installing the machines in footpaths.
8. No time restriction will be enforced on the residential EV parking bays initially; to do so could see the current low numbers of electric cars forced to park in adjacent car parks once charged, in effect removing additional car parks in already hotly contested residential streets.
9. In four locations closer to the CBD, an existing Residents Only zone is proposed to be expanded in order to also cover these new EV-Only parks. This is to focus the facility on use by locals lacking off street parking rather than to support commuters or visitors that likely are based elsewhere in the region that own a garage.
10. Time and residents parking restrictions will be monitored during this trial, and rules governing access and turnover of vehicles may need revisiting as electric vehicle numbers rise and charging behaviours are better understood.

#### **Residential Project Status**

11. Over the past year, residents lacking car off-street parking but wishing to buy an EV were asked to apply to the Council for a charger to be installed in the street. Information about this has been published to our website.
12. Over 80 residents have enquired to date, of which over 50 committed in writing to buy an EV if a charger was installed within walking distance.
13. This led to 34 proposed locations being publicly consulted between June-July 2018. The consultation was publicly advertised, included letter-box drops in affected streets, and asked respective residents associations to respond and to share with their contact lists.
14. The consultation received a strong level of public engagement:

	Support	Objection
All 34 locations consulted on:	1,233	206
For the 19 locations proposed by this paper:	687	95

15. Support came in the form of seeking progress on climate change and electric vehicle adoption. Objections primarily focussed on loss of car parking. Three people objected to all 34 locations (i.e. this tallies to 102, about half of the objection counted above); their submission and a response is listed an appendix below. Public submissions for the 19 proposed locations and a response to objections are also attached in the appendix to this paper.
16. In many of the residential charger locations proposed by this paper, the Council has received two or more written applications from residents committing to buying an EV if a charger is installed in their street. Changing two carparks to be EV only would therefore impose no further stress on car parking assuming these residents replace

their vehicle with an electric car in a timely manner. In the mid-term there will be many more than two electric vehicles in a street, and we would expect high utilisation of these car parks from the residents that live in the immediate vicinity. This is the primary response to residents objecting on the basis of 'lost' car parking.

17. An initial set of 18 locations is proposed in this report, with an additional one at the Zoo.
18. A further set of at least 7 locations will need to be recommended in early 2019 in order to reach the intended project scope. Breaking the locations into two batches allows time to work through concerns over some sites whilst allowing progress on the project.
19. As part of the installation process on locations approved following this paper, Council staff will carry out a further community engagement letter-drop to affected residents explaining the relevance of electric vehicles to Wellington's climate change goals and the demand for residential chargers from those lacking off-street parking.

### **Zoo Charging Forward**

20. In addition, two higher speed chargers and two electric-vehicle only car parks are proposed on Manchester Street across the road from the entrance to Wellington Zoo. As Zoo visitor stays are typically two to three hours, the equipment at this location would be slightly higher power so that most electric cars can finish charging within that period (25kW here versus 7kW at residential sites), and a P180 At All Times restriction would be added to support vehicle turnover. A higher usage fee shall apply to this charger so that the greater installation cost born by the supplier can be reimbursed over a mid to long term. This location has strong support from a public consultation held June-July 2018, in addition to formal written support from Wellington Zoo management.

### **Broader Context Figures**

21. Electric vehicle adoption over the past 24 months has risen from approximately 250 vehicles in the Wellington region to over 1600 now; 750 of these are registered within the Wellington City Council boundary. Much more rapid growth is essential. In order for Wellington to reach the Low Carbon Plan's 2030 year target of 40% less GHG emissions across the city, given transport accounting of 56% of these emissions, the simplistic scale of the issue is that 40% of the region's\* current 330,000 fossil fuel cars would need to go electric (or entirely substituted by walking, cycling, or electrified public transport). At present, vehicle numbers, and emissions per vehicle, are slowly growing in New Zealand, even if transport emissions per capita are stable; in other words, overall transport emissions are rising when instead we need them to be falling.
22. Wellington City has 5 public electric vehicle fast chargers at present (i.e. just 5 vehicles can charge at once in our city if away from their home charging environment) and a similar number of public slow chargers.

### **Background Resources**

23. Low Carbon Capital Plan adopted October 2016:  
[wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-\(2016\)](http://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-(2016))
24. Public Overview of the Residential EV Charger Project published to our website:  
[wellington.govt.nz/services/parking-and-roads/smart-transport/charging-electric-cars](http://wellington.govt.nz/services/parking-and-roads/smart-transport/charging-electric-cars)

25. NZTA Vehicle Fleet Statistics:  
<https://transport.govt.nz/resources/tmif/transport-volume/tv004/> (Fleet size);  
<https://transport.govt.nz/resources/tmif/environmental/ei001/> (Emissions)

## Next Actions

26. Pending the decision of Committee, work will commence on the formalisation and installation of chargers at the 19 proposed locations. Further locations will be considered by Committee early in 2019.

## Appendices

1. Stock photo and details of proposed charging unit
2. List of locations (recommended now/deferred for relocation/reconsideration)
3. Example Site Plan (note, all site plans found in appendix four)
4. Traffic Resolutions with maps and site plans; Submissions and Officer's Comments

## Attachments

Attachment 1.	Manchester St  	Page 403
Attachment 2.	Bank Road  	Page 411
Attachment 3.	Rodney  	Page 419
Attachment 4.	Boundary Rd  	Page 427
Attachment 5.	Holloway Road  	Page 436
Attachment 6.	Epuni St  	Page 446
Attachment 7.	Miramar North  	Page 453
Attachment 8.	Hornsey Road  	Page 459
Attachment 9.	Jackson Street  	Page 467
Attachment 10.	Melbourne Road  	Page 475
Attachment 11.	Mersey St  	Page 482
Attachment 12.	Coromandel 66  	Page 489
Attachment 13.	Wright St  	Page 497
Attachment 14.	Coromandel 9  	Page 503
Attachment 15.	Karepa St  	Page 511
Attachment 16.	Bruce Avenue  	Page 518
Attachment 17.	Stanley St  	Page 528
Attachment 18.	Hall St  	Page 535
Attachment 19.	Austin St  	Page 542

Authors	Lindsey Hill, Project Coordinator, Network Operations Tom Pettit, Sustainability Manager
Authoriser	Mike Mendonca, Chief Resilience Officer David Chick, Chief City Planner



## SUPPORTING INFORMATION

### Engagement and Consultation

Recommendations have been publicly advertised, and consultation was additionally shared with neighbourhood associations. Public feedback on the June – July 0218 consultation has led to a subset of 19 locations being proposed here.

### Treaty of Waitangi considerations

Not applicable.

### Financial implications

Capital and installation costs financed within existing project budget. Ongoing electricity and equipment maintenance costs borne by users of the service.

### Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down by the Bylaws.

### Risks / legal

Designed to reduce trip and electrical hazards associated with residents using extension cables between their homes, crossing footpaths, and on-street parking.

### Climate Change impact and considerations

Helps to reduce road transport emissions (38% of Wellington's greenhouse gas emissions).

Strongly aligns to 2016 Low Carbon Capital Plan: aids achieving the City's target of an 80% reduction in emissions by 2050.

### Communications Plan

Informative letter drop to affected streets will be carried out ahead of installations.

Wider press and online social media activity to support awareness after machines are operational.

### Health and Safety Impact considered

Impacts to pedestrians and road users have been considered and effects mitigated. For example, posting chargers closer to curb side reduces trip hazard to pedestrians; painting a safety barrier on the live-lane side of the car park to reduce conflict between charging cables and cyclists. Charging equipment shall conform to Worksafe Public Charging Infrastructure guidelines to cover off electrical safety risks.

## **APPENDIX ONE: STOCK PHOTO AND DETAILS OF PROPOSED RESIDENTIAL STREET CHARGING UNIT**

- Dimensions: 220mm deep x 416 wide x 1146mm tall
- Driver supplies own cable; no trip hazard when not in use
- Adds 15km – 50km worth of driving range per hour depending on vehicle (newer vehicles tend to be able to recharge more per hour than older vehicles)
- Custom branding for the unit yet to be formulated
- Unit has subtle lighting, to avoid being walked or driven into at night
- Power level” two 7kW outlets (can charge two vehicles simultaneously)

*Stock marketing photo of proposed charging product:*



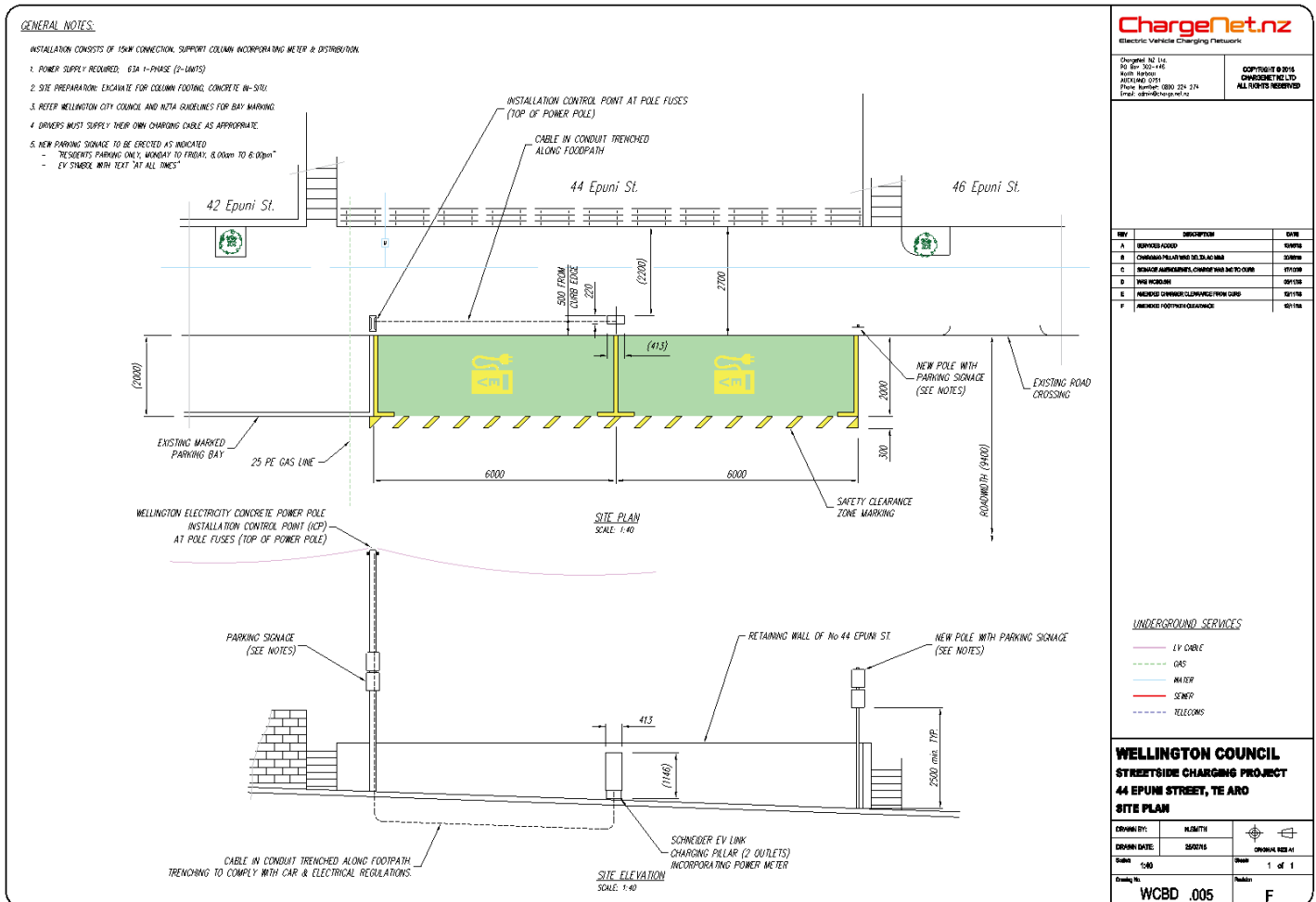
## APPENDIX TWO: LIST OF CONSULTED LOCATIONS INCLUDED IN THIS PAPER

TR069-18	Worcester St, Wilton	Deferred
TR070-18	Pembroke Rd, Northland	Deferred
TR071-18	Northland Rd, Northland	Deferred
TR072-18	Bank Rd, Northland	Included
TR073-18	Rodney St, Northland	Included
TR074-18	Boundary Rd, Kelburn	Included
TR075-18	Holloway Rd, Aro Valley	Included
TR076-18	Epuni St, Aro Valley	Included
TR077-18	Stafford St, Mt Victoria	Deferred
TR078-18	The Crescent, Roseneath	Deferred
TR079-18	Marewa Rd, Hataitai	Deferred
TR080-18	Duncan Tce, Kilbirnie	Deferred
TR081-18	Miramar North Rd, Miramar	Included
TR082-18	Sutherland Rd, Lyall Bay	Deferred
TR083-18	View Road, Houghton Bay	Deferred
TR084-18	Hornsey Rd, Melrose	Included
TR085-18	Jackson St, Island Bay	Included
TR086-18	Melbourne Road, Island Bay	Included
TR087-18	Mersey St, Island Bay	Included
TR088-18	Owen St, Newtown	Deferred
TR089-18	66 Coromandel St, Newtown	Included
TR090-18	4 Coromandel St, Newtown	Included
TR091-18	Wright St, Mt Cook	Included
TR092-18	Farnham St, Mornington	Deferred
TR093-18	Clarence St, Brooklyn	Deferred
TR094-18	Karepa St, Brooklyn	Included
TR095-18	Bruce Ave, Brooklyn	Included
TR096-18	Stanley St, Berhampore	Included
TR097-18	Grant Rd, Wadestown	Deferred
TR098-18	Hall St, Newtown	Included
TR099-18	Austin St, Mt Victoria	Included
TR100-18	Napier St, Karaka Bays	Deferred
TR101-18	Nairn St, Mt Cook	Deferred
TR102-18	Manchester St, Newtown (ZOO)	Included

Deferred locations will either be withdrawn, relocation, or presented as-is, in 2019 once more work has been done. They will be presented to a future City Strategy Committee meeting.

## APPENDIX THREE: EXAMPLE OF SITE PLAN

*Example of Proposed Site Plan of charger in footpath (Epuni Street; TR76-18)  
Proposed Site Plans for all 19 locations are included later in this report.*





## APPENDIX FOUR: TRAFFIC RESOLUTIONS, SUBMISSIONS, AND OFFICER'S COMMENTS

Responses to submissions made against all 34 locations:

### **Katherine Ivory, Mornington:**

*What am I asking Councillors to do?*

*1 Say NO to Mornington Road site*

*It will fundamentally change parking patterns and land usage in the street (from a place where people park short term/temporarily to a 24/7 commercially operated public EV charging station).*

*It will compromise road safety. Vehicles coming from the south along Mornington Road will need to cross the centre line, into a blind corner, putting motorists and cyclists coming from the North at risk. The route South is not much better.*

*Entry and exit by cars and service vehicles (especially from and to the north) to a drive way serving 3 households will be compromised.*

*The assessment of the site is inadequate. There is no information about*

- impact on surrounding vehicle movements,*
- whether 24/7 parking and charging will hinder traffic flow and access, particularly to an unusually aligned and steep intersection,*
- impact on pedestrian traffic,*
- safety and accessibility for reduced mobility users,*
- health and safety, hazard or risk assessment*

*The proposal to extend the footpath will push pedestrian traffic closer to a bank, as they avoid the charging station, with a significant drop to the road below.*

*2 Direct officers to investigate alternative sites.*

*There are at least two other options.*

*West side of Mornington road about 100m south of the proposed site.*

*On the west side of Mornington Road but north of the intersection of Vennell Street and Mornington Road. This site has access to Clarence Street (walkway) and would have the advantage of also serving people who use the community hub and tennis courts and park for considerable periods of time. People regularly park here already, so reserving two parks for Electric vehicles, would not change traffic conditions.*

*3 Investigate the way this "trial" is being conducted. I do not think the process has been fair or robust.*

*No discussion with affected parties occurred at an early or formative stage in the site selection process. This means other good options may have been missed and the input of those who know the road and area well undervalued.*

*Any early discussions were one-sided – in the Mornington Road case they occurred with those who might benefit (applicant) and started in at least February 2018. Affected parties were only notified at the end of June using a formal process and have been given little time to respond.*

*Insufficient information was made publicly available to enable people to consider the proposal and participate effectively in the Consultation. Important information not provided in TR- Resolutions includes sites assessments and impacts on motorists, cyclists, pedestrians and residents (as referred to above), the size/footprint of the charging station to be installed, the height of the charger, what it will look like, proposed curb buffers, the amount of footpath space that will be compromised, the width of the proposed cars parks, how the charging stations will be protected from damage, whether they emit high pitched noise (like a fast chargers) and so forth. There are unanswered questions. The commercial nature of the*

*charging station is not discussed anywhere. Will the activity will require a licence to occupy? Will Council charge the operator for exclusive use of the space for commercial gain? Are there district plan approvals required e.g. such as need to comply with rules in the District plan about siting and design of structures on or over roads in residential areas (a discretionary activity (restricted))? It is not clear how other options suggested by submitters will be treated or taken into account in finalizing proposals. It seems, using this formal traffic resolution process, that locations have already been finalized and Council has been simply given a yes/no decision. This does not seem right. WCC actions imply the decision has been predetermined e.g. quotes have been received for installations at specific sites; Corridor Access requests to undertake work in the road have been approved. If Council does not agree to these locations, this work, like the poor consultation process, is a waste of time and money.*

**Officers Response:**

It is standard process to formally letter-drop proposals once they're reasonably developed. Given the insights in this submission, together with other nearby residents, the location of the Clarence St charger (TR 93-18) is under reconsideration and a new location will be proposed for public feedback at a later date.

**Léonie Walker, Newtown:**

*I am a Newtown resident, and active member of both the local resident association and labour party. I am also a passionate believer in the need to move to renewables – including fitting solar to my house. I am not personally affected directly by the proposed EV charging stations.*

*However, while totally supportive of encouraging adoption of new technology and mitigating climate change, I think this approach of charge points outside homes around the city is not well thought through. Firstly, other initiatives to get people more active and using public transport around Wellington are needed, rather than encouraging the continuation of a model of individual car ownership. Secondly, it removes scarce car parks, many of which would be empty a large part of the time instead of occupied by householders, thirdly, I just don't think e-car buyers and charge points will match geographically. It would surely make much more sense to encourage more (e) car sharing/ short hire / bike hire initiatives, and to continue to invest in sustainable public transport. If there are to be (ratepayer subsidised, or power company sponsored?) charging points, please put them in shopping centre car parks and on garage forecourts, then car owners might stay and shop / visit a cafe while charging? What about commercial building car parks in the CBD?*

**Officer Comments:**

Council is pursuing most of the activities that you have highlighted in your submission (lowering vehicle ownership, car sharing, bike share, fast chargers in the CBD, etc). Council is trialing the residential EV charger scheme to determine whether it has an effective role in a broader strategy to reduce city-wide greenhouse gas emissions.

**Patrick Morgan, Newtown:**

*My comments apply to all proposals. I'm not convinced this is something Council should be doing. Before embarking on this trial, I submit the Council should make a compelling case, dealing with these questions: Why are we reserving public street space for EVs? Why are there no time limits? Who will meet the cost of installing and maintaining charging stations? What are alternative uses for the investment? How does this plan compare? Should Wellington go first, or learn from other locations? How we do measure success? Thanks for*

<i>your consideration.</i>
<p><b>Officers Comments:</b></p> <p>Several of these points are published to the Wellington City Council website (e.g. refer 2016 Low Carbon Capital Plan).</p> <p>We are reserving public street space for EVs because one quarter of Wellington homes lack off-street parking and they need locations where they can conveniently charge their electric cars, else they will continue to drive fossil fuel ones that contribute to climate change. Time limits will be evaluated as part of the trial process. Council, the private sector, and Government has shared the installation costs, and users will pay for their maintenance and electricity. Given the shared funding model, the project has a compelling cost profile. Wellington is following successful residential EV charger schemes overseas, including London and Rotterdam.</p>

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 102 – 18

**Location:** Manchester Street - Newtown

**Proposal:** Electric Vehicle (Medium speed DC) Charging Station, at all times.

**Information:** Summary

Wellington Zoo Trust (WZT), in partnership with Wellington City Council (WCC), is seeking to install two medium-speed 25kW DC electric vehicle chargers on Manchester Street, opposite the Zoo and Mojo Café.

Wellington Zoo is the world's first carboNZero certified Zoo and is seen as a leader in sustainability for the community and businesses alike. The Zoo has committed to long-term reductions in CO<sub>2</sub> emissions as part of the carboNZero certification process and aspires to transition to a fully electric vehicle fleet. Wellington Zoo purchased its first electric vehicle, a Hyundai Ioniq car, in 2018. By offering support for electric vehicle charging infrastructure, the Zoo and WCC aim to enhance sustainable outcomes for the community.

The Zoo receives over 235,000 visitors on average per year; one-third of which are from outside greater Wellington. This allows the Zoo to influence and educate a large number of people in the community and encourage them to make more sustainable choices in their lives.

The community can also patron the Mojo Café located at the front entrance of the Zoo without paying entry to Wellington Zoo. These community members will also be able to access the EV charging stations.

Overall, the proposed charging equipment will receive good use due to Wellington Zoo's daily visitation and the short-stay activities nearby. The proposed charging equipment will also receive good off-peak use due to lack of off-street parking for Newtown residents, and no available EV charging in the area. Over 3,000 of the 4,000 property units in Newtown lack off-street parking. This is the highest quantity of any Wellington suburb. Three Newtown residents have indicated in writing that they would use a charger near Wellington Zoo on the basis they cannot charge at home.

The selected car parks will be restricted to Electric Vehicles only, and users shall pay for the electricity they consume. New time restriction of P180 At All Times will be added.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.



**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 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:

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

#### Column One

##### **Manchester Street**

#### Column Two

Parking place in the form of electric vehicles only parking, at all times. P180, at all times.

#### Column Three

North side, commencing 30.5 metres northwest of its intersection with Owen Street (Grid coordinates X= 1,749,404.300 m Y= 5,424,224.190 m) and extending in a north-westerly direction following the eastern kerbline for 6.2 metres (2 angled car parks).

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

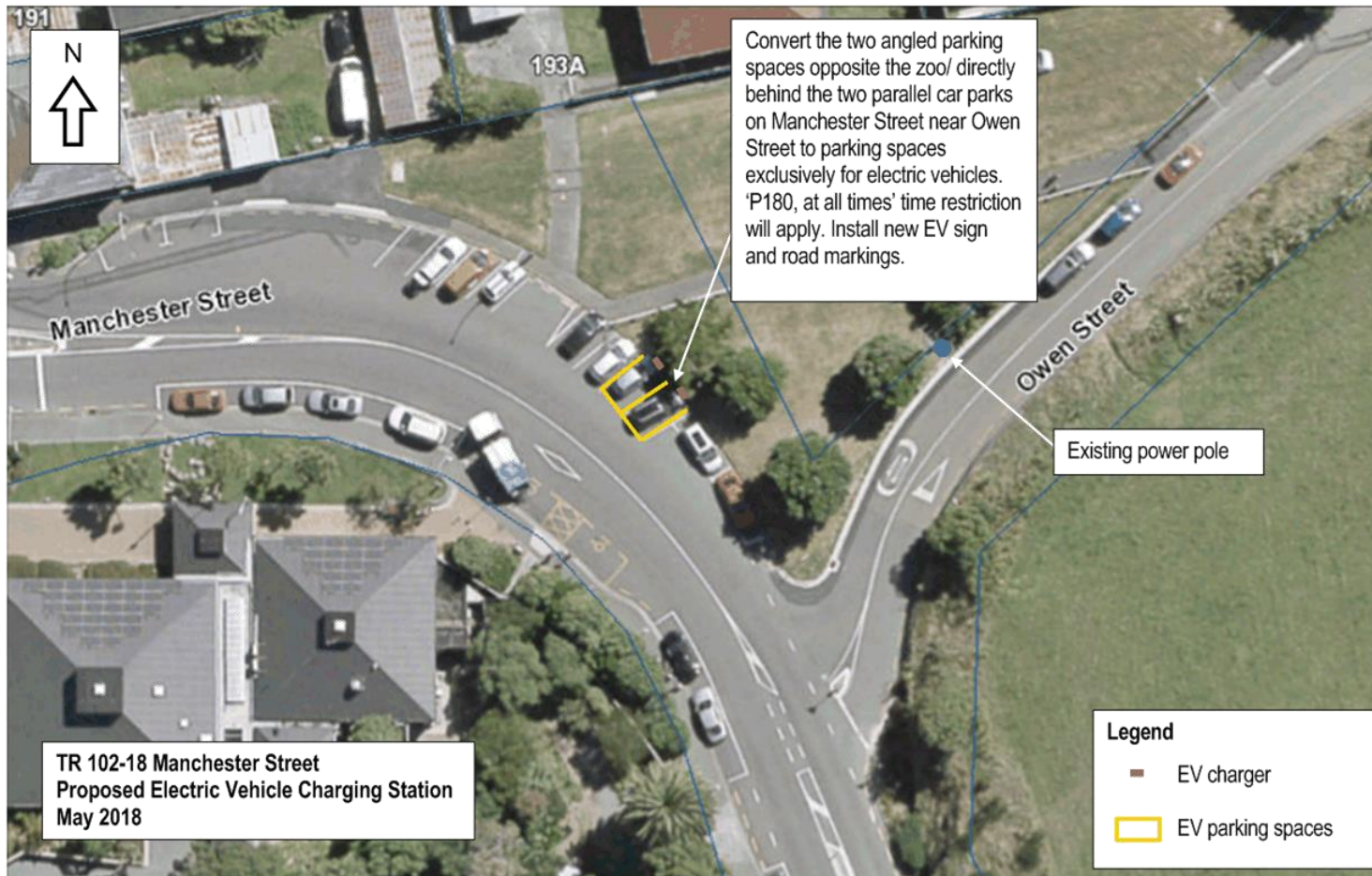
(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

#### WCC Contact:

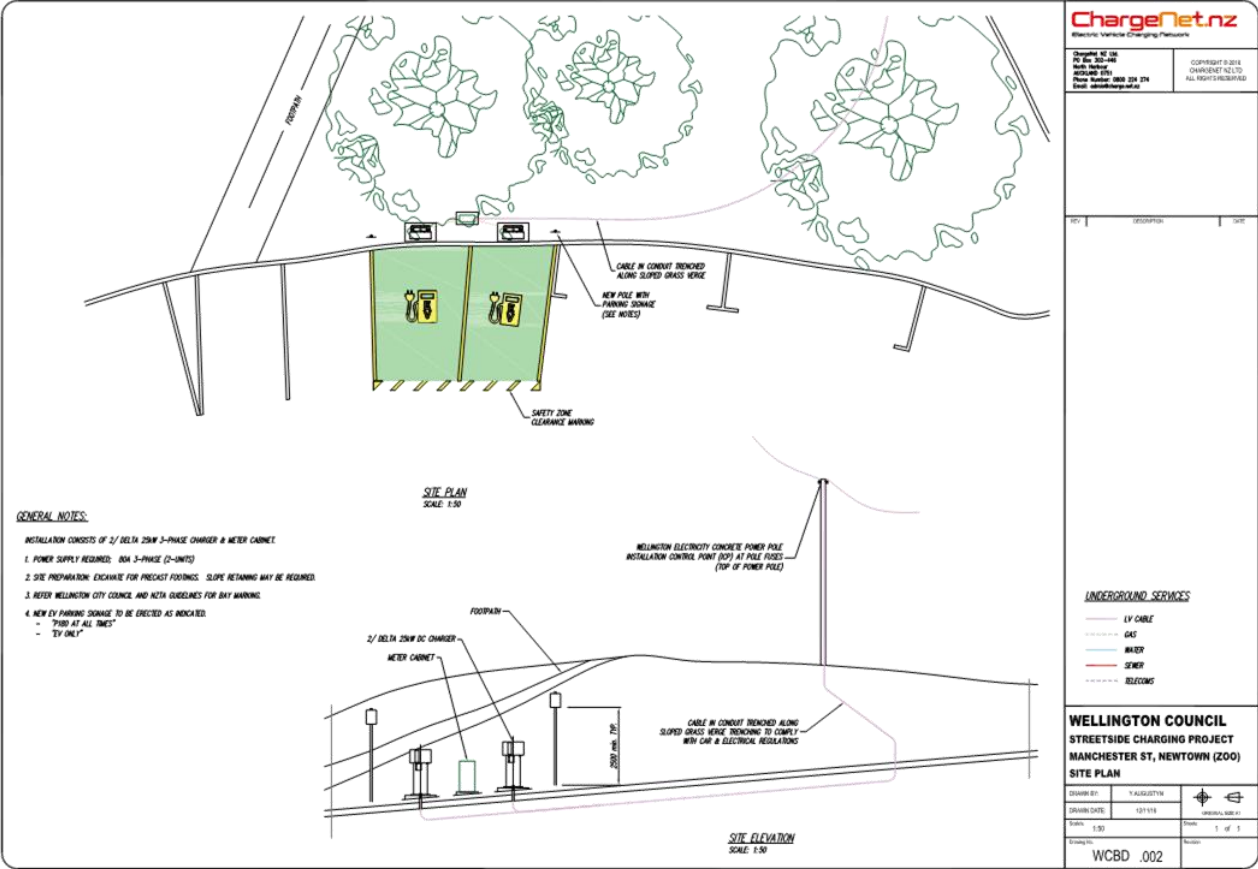
Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:



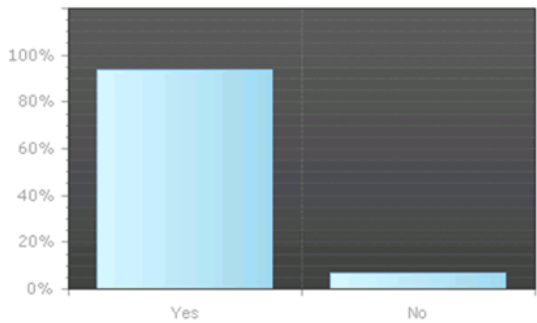
Proposed Site Plan:





## Submissions:

Category Name: 35-TR 102-18 Manchester Street - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 47
Total number of points: 47

Response field Number and Name: 35-TR 102-18 Manchester Street - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:47											
Decision Sought	Number of submitters who selected this option	%									
Yes	43	93.48%									
No	3	6.52%									
<p>35-TR 102-18 Manchester Street - EV Charging Station, At All Times</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>43</td> <td>93.48%</td> </tr> <tr> <td>No</td> <td>3</td> <td>6.52%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	43	93.48%	No	3	6.52%
Decision Sought	Number of submitters	Percentage									
Yes	43	93.48%									
No	3	6.52%									
Submitters for this question											
<b>Yes</b> <b>5 - Jean Kehoe-Courtney:</b> I support everything and anything that will end carbon emissions											
<b>Yes</b> <b>16 - Martin Krafft:</b> Families with kids visiting the Zoo are likely to consider electric vehicles. Providing a means to charge their batteries while visiting the Zoo could provide additional motivation.											

<p><b>Yes</b> <b>23 - Penny Leach:</b> I strongly support an EV point at the Wellington Zoo.</p>
<p><b>Yes</b> <b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b> <b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b> <b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>Yes</b> <b>99 - Jess Hewat:</b> Really great to see that you have two planned charging points at the zoo, which can accommodate both visitors and neighbours near by. It would be good to see these charging stations being free, consistent with Zealandia.</p>
<p><b>Yes</b> <b>104 - Geraint Scott:</b> 'Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. (Further personal reasons, optionally, e.g. that these chargers remove a barrier as they will be in areas where homes lack the ability to charge overnight, and, they raise visibility and</p>

which will increase the numbers of electric vehicles in Wellington.) Yours sincerely, Geraint Scott 2/23 Colville St, Newtown
<b>Yes</b> <b>165 - Kristina Russo:</b> Great spot
<b>Yes</b> <b>181 - Andrew Roxburgh:</b> Please apply this comment to all potential EV sites, particularly in Newtown where I live. I think it's a great initiative. Something like this near our place would offer the chance to switch to an electric car when we come to replace the current one. Probably a few years away but it's good to see the council being proactive in this space. If it means priority parking for EV owners in the short-medium term, till there are more of EVs in the neighbourhood than parks/charging points then I don't have a problem with that.
<b>Yes</b> <b>182 - Ben Sutherland:</b> residents only
<b>Yes</b> <b>188 - Paul Robinson:</b> Perfect location with little impact to residents and ideal for visitors to the zoo to be able to charge their cars whilst they visit.
<b>No</b> <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.
<b>Yes</b> <b>210 - Fiona Calderwood:</b>
<b>Yes</b> <b>213 - Rob Wheeler:</b> The reason I think these stations are needed there are many taxi drivers living in these areas, particularly in flats nearby. They have little parking and no charging availability, and these will give them an option other than relying on fast charging before or after there work day at a fast charger. It is very important that commercial operators have an opportunity to invest in EV's and their investment means lower running costs for them, and better outcomes for the environment. This low socio economic group has been largely overlooked and EV's have predominantly been the domain of early adopters and the relatively wealthy. This will even the playing field a little.
<b>Yes</b> <b>220 - Ron Hutchison:</b>
<b>Yes</b> <b>223 - Tim Willis:</b> I support the installation for two 25kW DC charging points in this location. Normally I would not agree with a DC fast charging space having a 180 minute parking limit, but understand at this location it makes sense as they are most likely to be used by visitors to the Zoo. Again though I do think the classification of these spaces should be changed to EV CHARGING only and not just for EV PARKING with no requirement to use it to charge a vehicle.
<b>Yes</b> <b>227 - Russell Clarke:</b>

**Officer Comments:**

Considerable support from locals and wider region, plus formal written support from Wellington Zoo management. No objections from homes or businesses on this street.

## **PROPOSED TRAFFIC RESOLUTION**

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

**Reference:** TR 72 – 18

**Location:** Bank Road - Northland

**Proposal:** Electric Vehicle Charging Station, residents parking.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume. New residents parking restriction (Monday to Friday, 8:00am - 6:00pm) will be introduced for the electric vehicle parking spaces. Therefore, electric vehicles will need to display a residents parking permit during weekdays but not on evenings and weekends.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 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:**

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Bank Road</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	East side, commencing 12.5 metres north of its intersection with Garden Road (Grid coordinates X= 1,747,727.450 m Y= 5,428,528.370 m) and extending in a northerly direction following the eastern kerbline for 12.0 metres.

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 22 November 2018

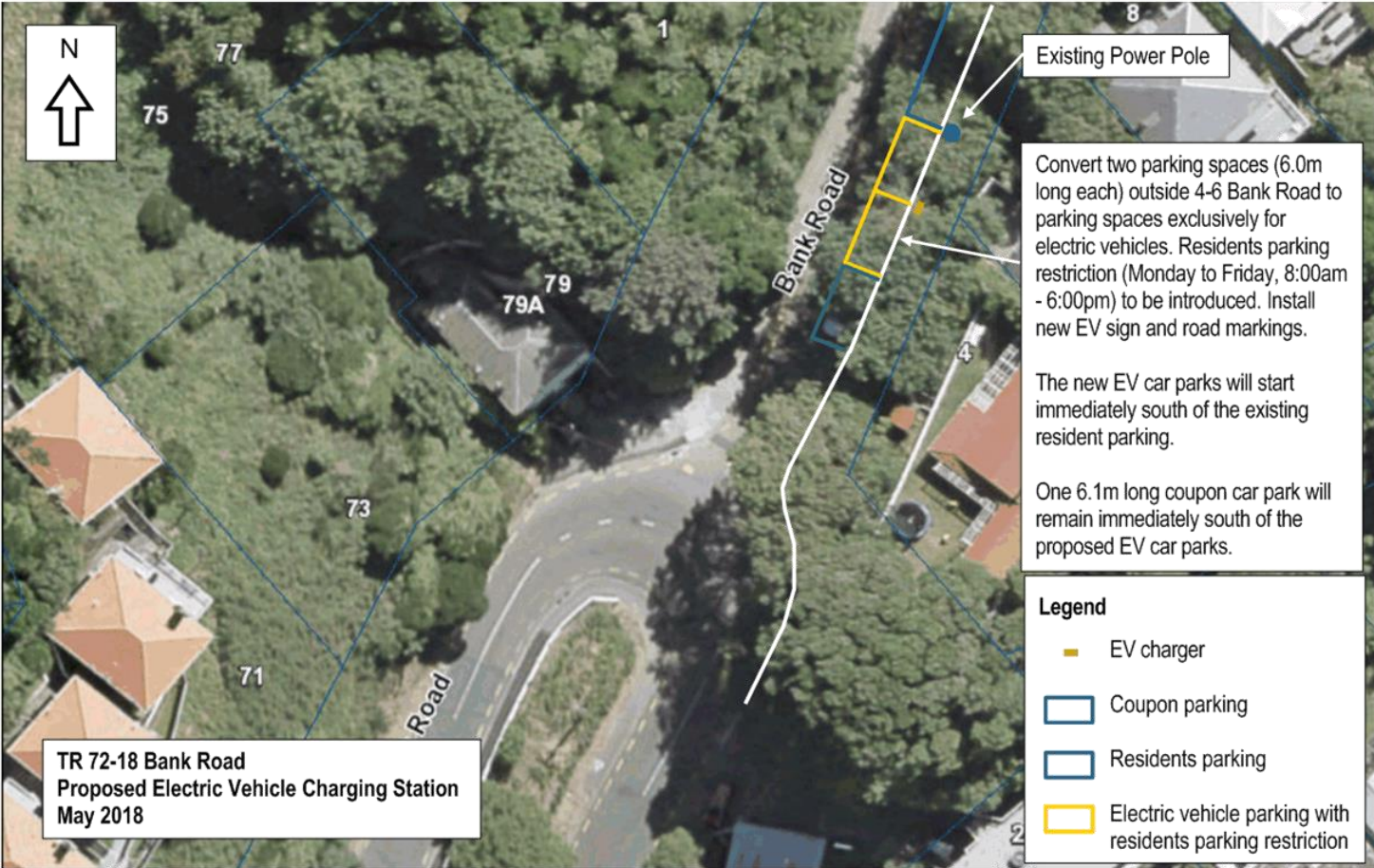
**(Principal Traffic Engineer, T/L)**  
**(Chief Advisor, Transport & Infrastructure)**

**WCC Contact:**

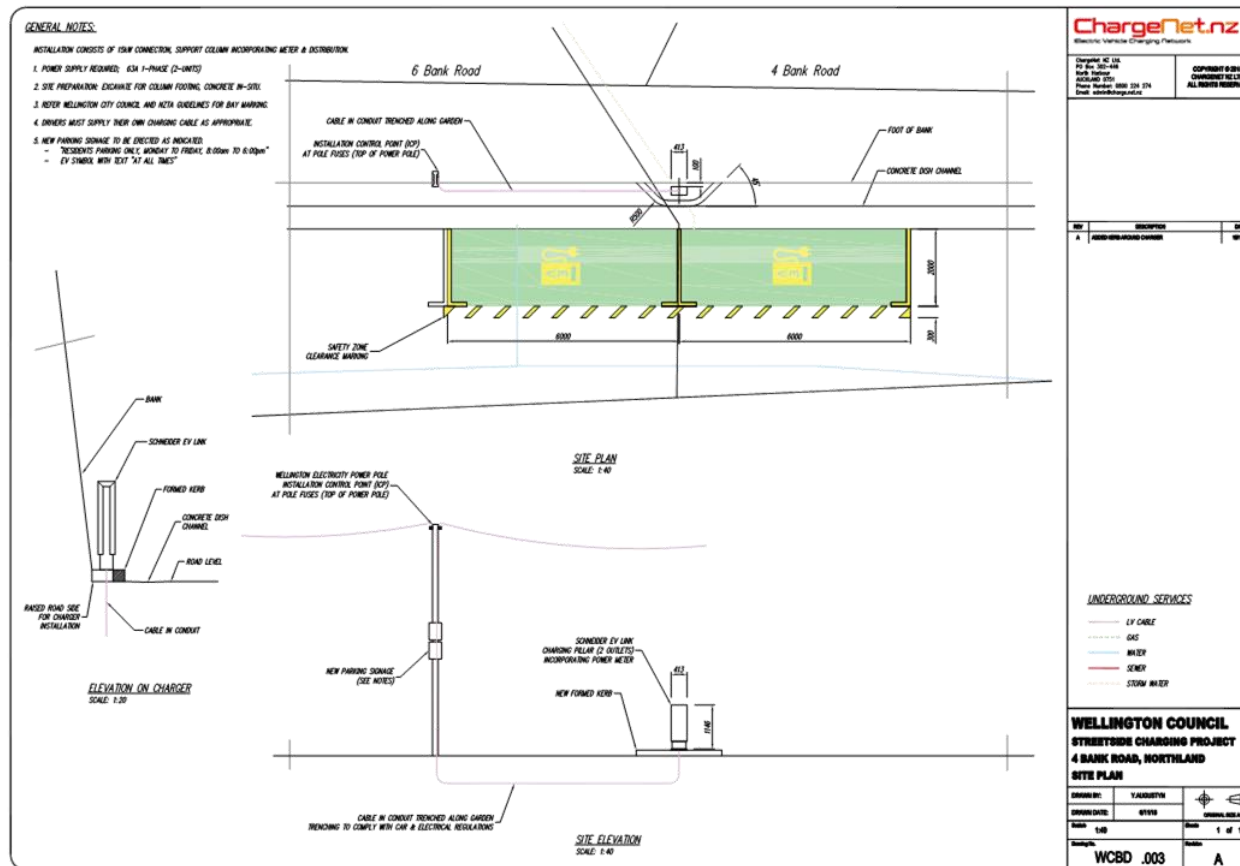
Sigurd Magnusson  
**Sustainability Advisor**

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:



Proposed Site Plan



## Submissions

<b>Response field Number and Name:</b> <b>4-TR 72-18 Bank Road - EV Charging Station, Residents Parking</b>		
<b>Question:</b> <b>Do you agree with this proposal?</b>		
<b>Total number of responses:</b> 40		
Decision Sought	Number of submitters who selected this option	%
Yes	34	87.18%
No	5	12.82%

**4-TR 72-18 Bank Road - EV Charging Station, Residents Parking**

Response	Count	Percentage
Yes	34	87.18%
No	5	12.82%

<b>Submitters for this question (only shown if comment given)</b>		
<b>Yes</b> <b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.		
<b>Yes</b> <b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to		



support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**93 - David Scott:** I approve of this location for charging stations there are many properties in this area that do not have offstreet parking, and the onstreet parking is otherwise hindered by steep banks making charging by any other means impossible.

**Yes**

**134 - Sarah Shepherd:** I confirm I support the proposal to implement the electric car charging stations as per your attachment provided.

**No**

**199 - Cate Buyck:** EV charging stations provided by the council should be available to all users ie either provided in areas without residents parking or should that not be available locally the spaces reserved for charging electric vehicles should have the residents only restriction removed so they are available to anyone with an electric vehicle.

**No**

**206 - Peter and Jason Robertson and Low:**

While we support the use of electric vehicles and the council's actions promoting greener options, we object to the current proposal for charging stations in Bank Road. The proposal would severely restrict our ability to park near our house in order to provide convenient charge stations for those who do not live there and have the luxury of parking elsewhere (i.e. near their homes). In addition:

- Aside from us at Number 8 Bank Road, the residents at Number 6 Bank Road who also do not support and did not request this option, have nowhere else to park.
- It is stated that this initiative is in response to the requests of local residents who are not currently able charge their cars; however, the only local residents who need to park in Bank Road are us from Number 8 and our neighbours from Number 6, with Number 4 residents parking around the corner off street, and all other Bank Road residents having garages/offstreet parking.
- The proposal appears to provide for only two to three residents parks which would be insufficient to cater for those residents who have no other option but to park in Bank Road, which would yet be further constrained given that non-Bank Road Residents park in Bank Road in order to commute.

<ul style="list-style-type: none"> <li>At the current time non-residents park in Bank road in the non-resident parking in order to commute with some cars being parked for weeks at time (legally) for reasons unknown. This is particularly problematic as these are the nearest parks to numbers eight and six Bank Road.</li> <li>Having an electric vehicle is not an option for us at the current time because of the prohibitive cost and because the vehicle would not have the range needed required for work.</li> <li>As people who leave early and arrive home late we would be vulnerable to not finding a park near to our house which is already an issue at times due to non-residents parking here. Parking also needs to be available when popping in and out of home to appointments, when working from home, for visiting elderly relatives and for ready access for those with babies in strollers etc.</li> </ul> <p>We would suggest that at most one charge park could be available, with the rest of Bank Road being Strictly Residents Parking available only to Bank Road Residents.</p>
<p><b>Yes</b> <b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b> <b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b> <b>227 - Russell Clarke:</b></p>
<p><b>No</b> <b>229 - Nick White:</b></p> <ol style="list-style-type: none"> <li>We OBJECT to the proposal set out in your letter of 22 June 2018.</li> <li>We are the owners of the property at 4 Bank Road and are the residents most affected by the proposal.</li> <li>We do not have any off-street parking, and these parks are the closet on-street parking available to our house. They are well used by us, trades people, and other visitors to our home. The addition of 2 EV parks and 1Coupon Park will only reduce parking for us and Bank Road residents.</li> <li>The Council has already unnecessarily reduced parking on Bank Road by extending the yellow lines further up Bank Road a few years ago. Please change this back to how it was previously. Alternatively, please advise why this change occurred, and the evidence collected by Council in support?</li> <li>It is also unnecessary to change a Free Park to a Coupon Park. If there is going to be any change it should be from a Free Park to a Resident Park.</li> <li>We plan to build a cable car from Bank Road to our house and adding an EV fixture as proposed would restrict our ability to do that.</li> <li>Given the current expense of EVs we suggest postponing the proposal until EVs are cheaper.</li> </ol>

**Officer's Comments:**

Three nearby residents have applied in writing agreeing they would purchase an electric vehicle if a station is installed at this location. The substitution of two carparks from general use to electric vehicles only, therefore should not adversely increase car parking pressure in the manner that has been objected to. Specific concerns from residents in Bank St that car parking will reduce for their use as a result of this proposal are met by noting that the number of residents only parks will increase by two (being EV only) as a result of this proposal. We believe the proposed EV charger location (positioned between two boundaries, to reduce impact) does not eliminate the future option for a resident at 4 Bank Road to later install cable car access. This resident is still in the consideration stages for cable car access and has not have plans or have specific locations in mind.

## **PROPOSED TRAFFIC RESOLUTION**

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

**Reference:** TR 73 – 18

**Location:** Rodney Street - Northland

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

- Key Dates:**
- 1) Advertisement in the Dominion Post Newspaper. 26 June 2018
  - 2) Feedback period closes. 13 July 2018
  - 3) If no objections received, report sent to City Strategy Committee for approval. 13 December 2018
  - 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:**

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Rodney Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 51.6 metres south of its intersection with Sydenham Street (Grid coordinates X= 1,747,147.450 m Y= 5,428,897.550 m) and extending in a southerly direction following the western kerbline for 11.2 metres.

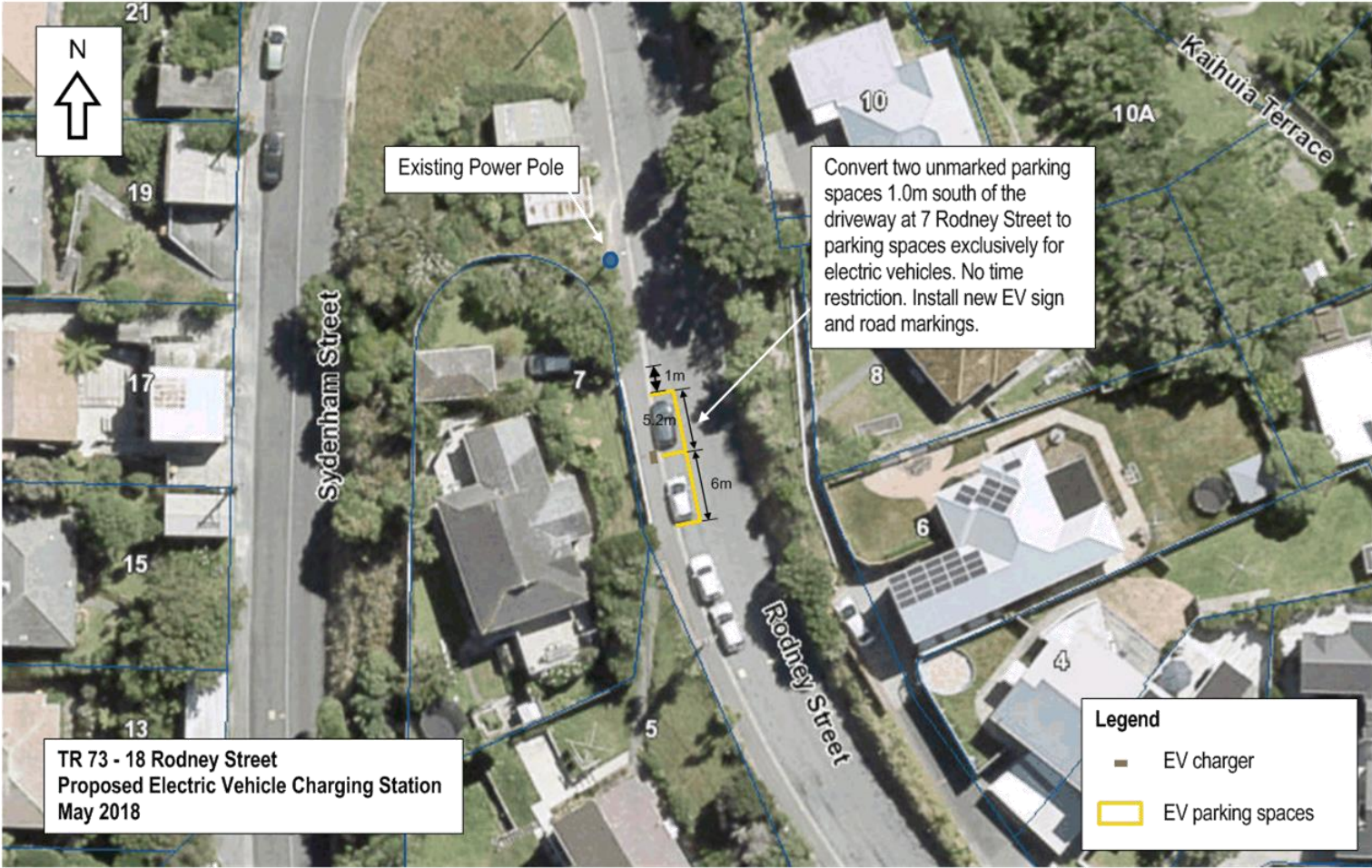
<b>Prepared By:</b>	Charles Kingsford	<b>(Principal Traffic Engineer, T/L)</b> <b>(Chief Advisor, Transport &amp; Infrastructure)</b>
<b>Approved By:</b>	Steve Spence	
<b>Date:</b>	22 November 2018	

**WCC Contact:**

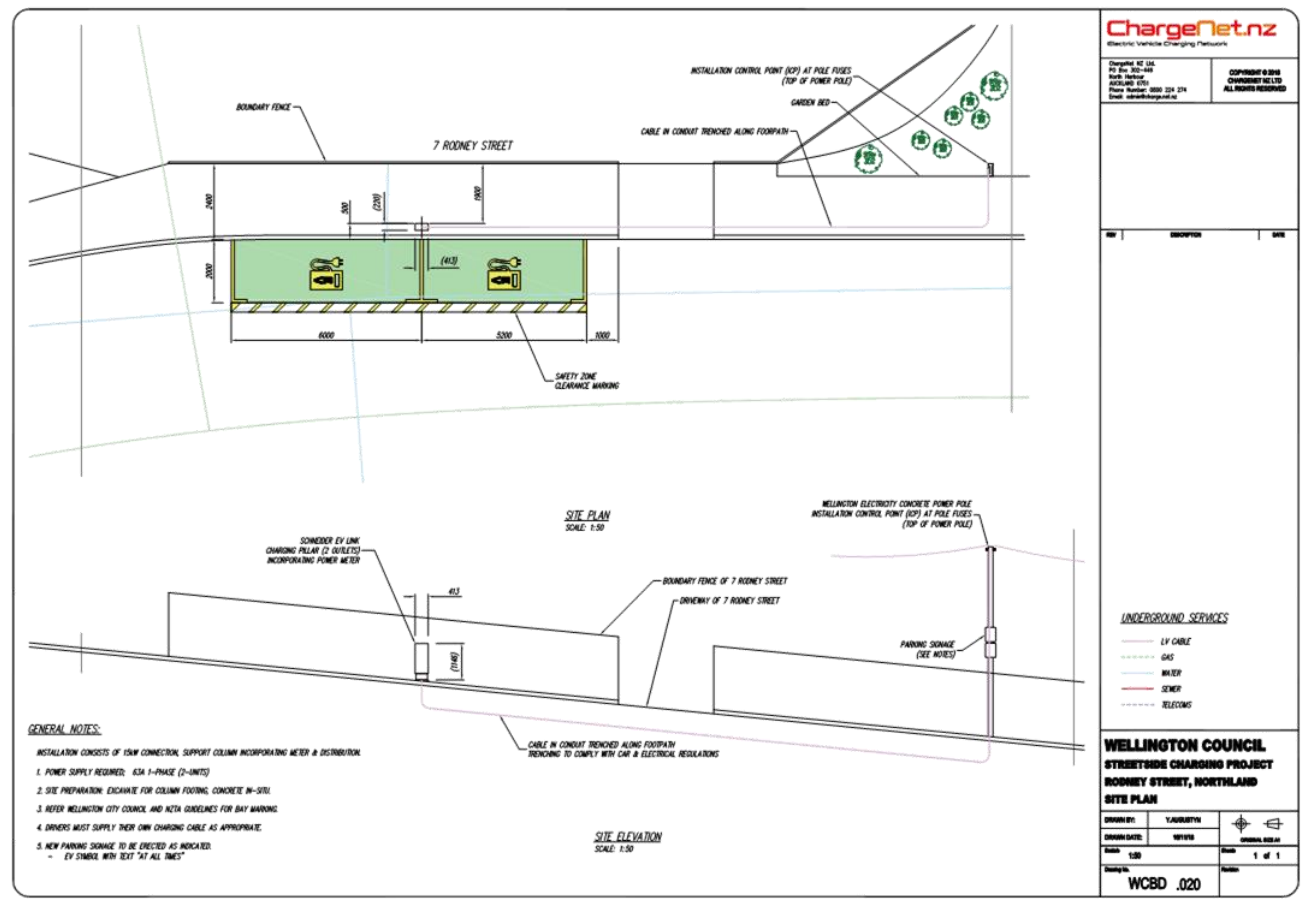
Sigurd Magnusson  
**Sustainability Advisor**

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:

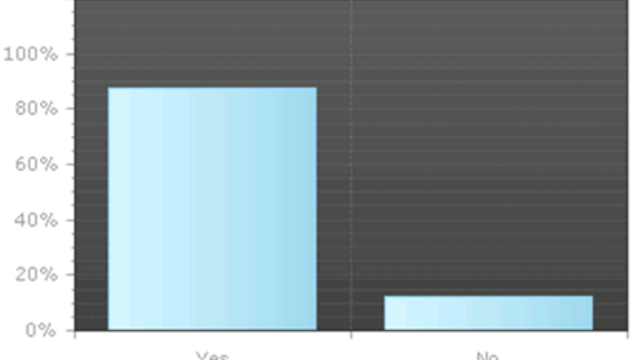


Proposed Site Plan:



## Submissions

<b>Category Name:</b> 5-TR 73-18 Rodney Street - EV Charging Station, At All Times
<b>Overview of Category:</b>
<b>Total number of submitters:</b> 40
<b>Total number of points:</b> 40

<b>Response field Number and Name:</b> 5-TR 73-18 Rodney Street - EV Charging Station, At All Times											
<b>Question:</b> Do you agree with this proposal?											
<b>Total number of responses:</b> 40											
Decision Sought	Number of submitters who selected this option	%									
Yes	35	87.50%									
No	5	12.50%									
<p><b>5-TR 73-18 Rodney Street - EV Charging Station, At All Times</b></p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>35</td> <td>87.50%</td> </tr> <tr> <td>No</td> <td>5</td> <td>12.50%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	35	87.50%	No	5	12.50%
Decision Sought	Number of submitters	Percentage									
Yes	35	87.50%									
No	5	12.50%									
<b>Submitters for this question</b>											
<p><b>No</b></p> <p><b>18 - John Robertson:</b> I am writing to express my objection to the EV Charging Station, At All Times on Rodney Street. While I am supportive of electric vehicles and emerging technologies to reduce emissions and dependence on foreign oil I am concerned with the impact that the EV</p>											



charging station will have on parking and congestion in the street. Rodney Street already very heavily populated with parked cars in the evenings and the weekends. The proposed car parks that will be dedicated for EVs will force existing vehicles that currently make use of these car parks to find alternative parking elsewhere on the street. This will increase parking further along the street and will cause increased congestion as cars are required to give way to cars coming from the other direction. As the current proprietor of the garage on the encroachment opposite 10 Rodney Street we often have vehicles parking opposite our garage. This makes it difficult to get the car out of the garage. The particular difficulty is when the street is busy with parked vehicles. When vehicles are parked on both sides of the street it is particularly dangerous when reversing out of the garage as it limits the ability to see what is coming down the street from the south. From the other direction it is not possible to see what is coming up from down the street due to the corner. This is a concern every time we exit the garage. I expect this will get worse with dedicated parks for an EV charging station. Additionally an EV charging station will attract additional vehicles from EV owners from adjoining streets to park on the street which will cause increased congestion in the street. I am concerned that the street will end up like Garden Road where vehicles are required to take extreme care and at times reverse up or down the street when using the street due to the number of cars parked on the side of a street that was not designed to have cars parked on it. If Wellington City Council intends to instal an EV Charging Station on Rodney Street I would like to see actions taken to mitigate the impact that parked cars has on traffic flow on the street and the safety and ability of people to get in and out of existing off street car parking. I propose that Wellington City Council limit parking on Rodney Street to the side of the street with the proposed charging station. Kind Regards, John Robertson

**Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly

can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington
<p><b>No</b></p> <p><b>69 - Richard Blows:</b> I support the proposal for on street EV Charging Stations - but believe the Council should consider relocating the charging station to the unused area (currently grassed) on the corner of Rodney St. and Sydenham St. Benefits of relocation: - this area is not currently used and would provide a communal off-street area for charging. -this location would potentially serve a greater number of residents being at the 'T' intersection of Sydenham and Rodney Streets. - the area could easily be expanded to include 4 charging stations - if future demand exceeds the proposed 2 charging stations. - is not far from proposed location outside No 7 Rodney St. and would probably tap into the same 'Existing Power Pole' highlighted by the blue dot in the accompanying TR 78-18 Traffic Resolution Plan. - would not consume any existing road parking places which would become more of a premium under the proposed EV Charging Station location outside 7 Rodney St. thanks for the consultation opportunity. regards Richard</p>
<p><b>Yes</b></p> <p><b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>Yes</b></p> <p><b>113 - Nicole Rush:</b> I fully support the addition of a charging station on Rodney St, and believe it will be a great addition for those residents who want to be environmentally conscious and have the option of owning an electric vehicle.</p>
<p><b>Yes</b></p> <p><b>143 - Jared van der Hilst:</b> This is the charging station we would likely use. Having a charging station like this will encourage and enable us to purchase an electric car as we have no garage in which to use a wall charger.</p>
<p><b>Yes</b></p> <p><b>150 - Dany Hovinga:</b> We agree an electric charging station should be installed at this location.</p>
<p><b>No</b></p> <p><b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.</p>
<p><b>Yes</b></p> <p><b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b></p> <p><b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b></p> <p><b>227 - Russell Clarke:</b></p>

**Officer's Comments:**

Two nearby residents have applied in writing agreeing they would purchase an electric vehicle if a station is installed at this location. The substitution of two carparks from general use to electric vehicles only, therefore should not adversely increase car parking pressure in the manner that has been objected to. Proposals for other locations would not be cost effective or safe.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 74 – 18

**Location:** Boundary Road - Kelburn

**Proposal:** Electric Vehicle Charging Station, residents parking.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles and users shall pay for the electricity they consume. The existing residents parking restriction (Monday to Friday, 8:00am - 6:00pm) is to remain for the electric vehicle parking spaces. Therefore, electric vehicles will need to display a residents parking permit during weekdays but not on evenings and weekends.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 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:

*Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Boundary Road</b>	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm	West side, commencing 132.5 metres north of its intersection with Upland Road and extending in a northerly direction following the western kerbline for 37 metres.

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Boundary Road</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	West side, commencing 132.5 metres north of its intersection with Upland Road (Grid coordinates X= 1,747,431.000 m Y= 5,427,892.980 m) and extending in a northerly direction following the western kerbline for 11.2 metres.

*Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Boundary Road</b>	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm	West side, commencing 143.7 metres north of its intersection with Upland Road (Grid coordinates X= 1,747,431.000 m Y= 5,427,892.980 m) and extending in a northerly direction following the western kerbline for 25.8 metres.

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 22 November 2018

**(Principal Traffic Engineer, T/L)**  
**(Chief Advisor, Transport & Infrastructure)**

**WCC Contact:**

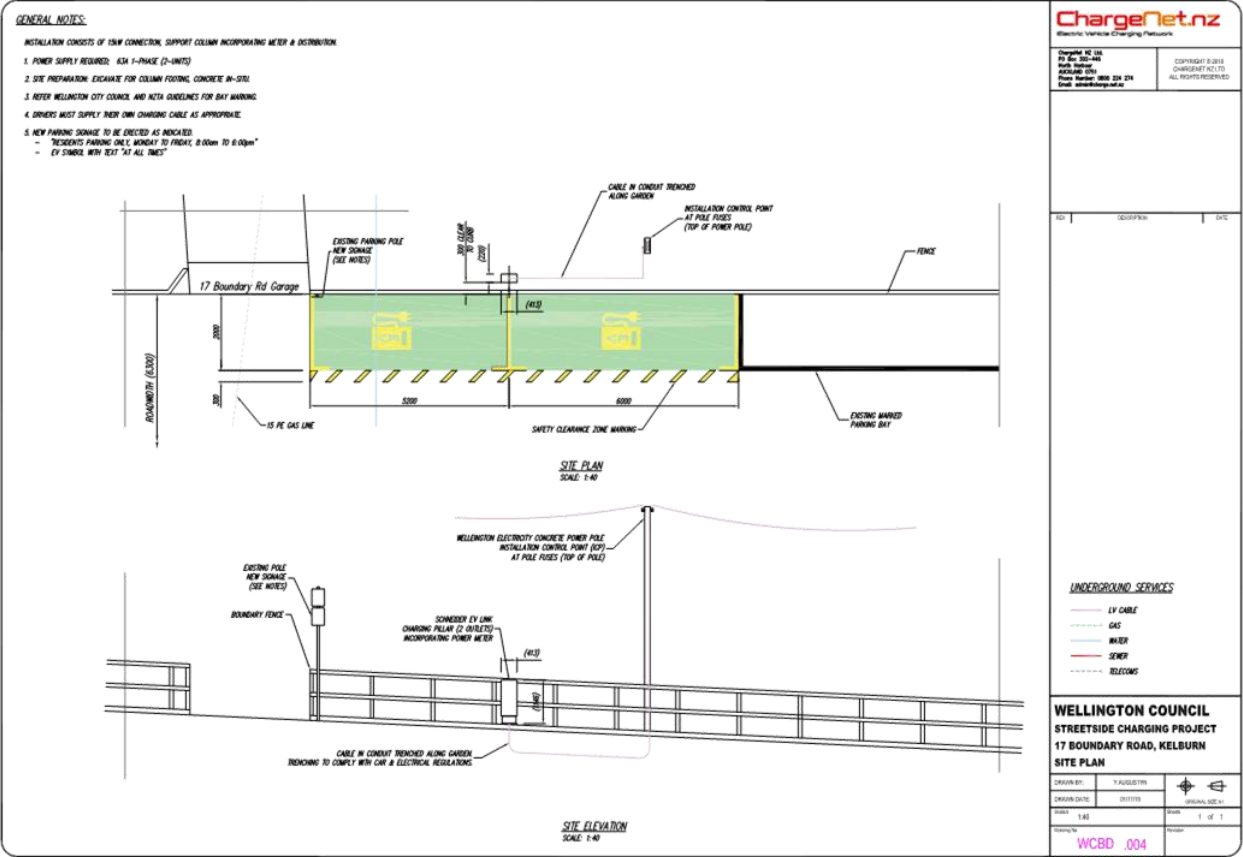
Sigurd Magnusson  
**Sustainability Advisor**

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
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Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

### Traffic Resolution Plan:



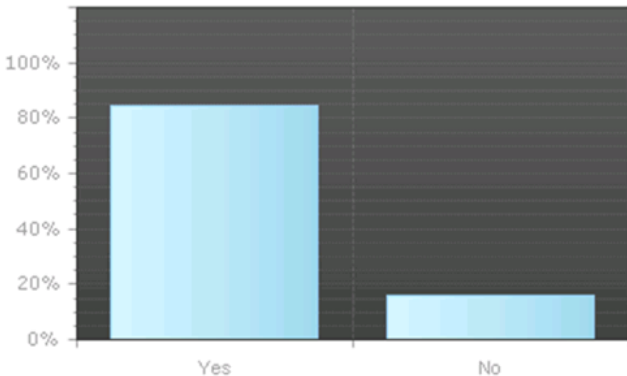
Proposed Site Plan:





## Submissions

Category Name: 6-TR 74-18 Boundary Road - EV Charging Station, Residents Parking
Overview of Category:
Total number of submitters: 39
Total number of points: 39

Response field Number and Name: 7-TR 74-18 Boundary Road - EV Charging Station, Residents Parking											
Question: Do you agree with this proposal?											
Total number of responses:39											
Decision Sought	Number of submitters who selected this option	%									
Yes	32	84.21%									
No	6	15.79%									
<p>7-TR 74-18 Boundary Road - EV Charging Station, Residents Parking</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>32</td> <td>84.21%</td> </tr> <tr> <td>No</td> <td>6</td> <td>15.79%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	32	84.21%	No	6	15.79%
Decision Sought	Number of submitters	Percentage									
Yes	32	84.21%									
No	6	15.79%									
Submitters for this question											
<p><b>No</b></p> <p><b>24 - Francis Luketina:</b> 1. There is pressure on the available parking in Boundary Road. We have outsiders parking in the street. The garages in the upper part of Boundary Road are mostly owned or rented by people who do not live in the street. For nearly 18 months, the</p>											

pressure on parking has been exacerbated by construction employees working on the Kelburn Normal School redevelopment. It looks like that will continue for perhaps another 6 months. 2. Assigning parks to electric vehicles will only make matters worse. 3. There are few EVs around. Until there are more, advantaging EVs will mean disadvantaging other vehicles. 4. The other EV parks in the suburbs seem to be seldom used - e.g. those at Zealandia. 5. I can't think of a solution - how to provide for charging a very small number of EVs, without disadvantaging the majority, until such time as when the number of EVs justify this intervention? THE GARAGES IN BOUNDARY ROAD 6. A separate issue is the state of the garages in upper Boundary Road - almost all cheaply constructed, are in a state of disrepair, and are unsightly. One of them is mine, and I intend to rebuild it. I am not sure what can be done about the others. The situation is not straightforward, as the land under the garages is leased from the Council. 7. The use of these garages is another issue. They should be used to reduce pressure on local parking, but this is generally not the case. I mentioned above that they are mostly owned or rented by people who do not live in the street. This includes one person who uses his garage to work on an excessively noisy 'boy racer' car, sometimes late at night. Other garages are used as storage, and, on a couple of occasions, garages have been used to strip down stolen cars.

**Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to

the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**133 - Sarah Stevenson:**

I am very much in support of installation of an EV

Charger and associated parking restrictions. Central Wellington streets, with their limited off-street parking, pose a significant barrier to uptake of EVs. I drive 50km each way to work and would dearly love to do my bit for climate change mitigation, but with nowhere to charge a car at night, I can't do so.

The Productivity Commission's report on transitioning to a low carbon economy confirmed our emissions profile is unusual in that transport is a major contributor of emissions, because of our ageing vehicle fleet and geography (long and thin with long trips). My commute to Kapiti every day is consistent with that observation - how wonderful if it could be done in an EV!

**No**

**151 - Clive Thorp:** The EV charging station location proposed is at the end of a narrow dead-end, sloping road, not easy for non-residents to park in. This stretch of road is inadequate already for the number of cars used by residents of the street who have no, or not enough, garaging, and some have to park every night in Mariri Road. To withdraw two parking spaces from here is to condemn people who already walk up to 150 metres down a zigzag to a significantly longer walk from Mariri Road. It is clear from documentation that other Kelburn residents who may obtain EVs soon will be expected to visit Boundary Road to use this EV charging station. For most of Kelburn, this is out of the way and access is awkward. For a trial, it is desirable that as many as possible can access the EV charging station as easily as possible - this is the only one in Kelburn, for around 800 houses, many with no off street parking. I am in favour of the Council trialling EV charging stations. For the purposes of the trial, my concern is where they are. I think they should be accessible by a 'community of interest' for the purpose of a trial, which this is, and not designed to favour 'first movers' over and above, in this case, about 10 households relying on parking access in our street, for example. Better located, pilot EV charging stations would be more likely to attract interest and the thought from others also to try an EV. For example, in Kowhai Road, next to no. 118, a school building is being rebuilt. The existing drive-in access is redundant. No current resident parking in this street would lose out if WCC put a diagonal twin EV parking station there. Equally, on the corner of St Michael's Crescent and Upland Road, where in the past the library bus visited, the Council has marked out one taxi stand. There is room here for an EV charging station for two cars, with no loss to residents. I have never seen a taxi here, and the EV charging need is for an overnight requirement: a taxi could still stand there during the day. Both of these locations are relatively central to many dwellings with no off street 'at home' parking, with a short walk home two or three times a week for charging surely not much to ask of someone benefitting from a 'free' trial. In Boundary Road, of the 19 dwellings, 8 have a road reserve garage, and four have 'at home' garages. If road reserve garages are not used overnight, but their cars are displaced to street EV charging stations, the existing stress on parking space will be substantially increased. The current Boundary Road applicant has such a garage. I believe the Council needs to have a better developed plan for the evolution of uptake of suburban 'off property' EV charging than what is proposed. People with road reserve garages should in my view not qualify under the current proposal to trigger a charging station, but could well be assisted by the Council to have power installed in their garage. There is such a garage in Boundary Road. I think that for the trial the Council should be very careful how it in effect allocates a form of 'property right' to the early movers for an EV. Having one close by will add to property values if the Council's predictions about future uptake of EVs transpires. Why allocate this advantage to the people well enough off to afford to have an EV now? Most such families will be better off than most, because most will require two cars, given the current low range of EVs. Placing trial EV charging stations on 'neutral territory', in either of the two locations I have suggested, would give



<p>Council time to think harder about how payment for the inevitable extra stations will occur. The trial ones, if in 'neutral territory', may remain a kind of benefit for residents in general. But if take up becomes widespread, a payment for EV charging installations will surely be required (effected through 'smart charging' not yet widely installed in EVs). Had several residents of Boundary Road been interested in this trial, from whatever property, my submission would remain as it is. I think that there are many tricky community and financial issues that will flow from progressive 'free' (apart from power and parking costs) installation of suburban EV charging stations that have not been considered. Without slowing things down for that reason, a 'neutral' central location for the first such station in each suburb would seem a way forward now. Otherwise, without greater thought about the ramifications of this initiative, I fear the Council will produce inequities among residents that could be avoided. Already the proposal shows itself to be contentious, simply because it removes two parking spaces from an already crowded street, and allocates a preferred, 'reserved' space for whoever has an EV. Thank you</p>
<p><b>No</b> <b>152 - William Forster:</b> I don't think Boundary Road is suitable for this initiative because it becomes so narrow at the proposed point that residents routinely back out rather than try to turn around at the end. There is no real turning provision at the end and it is difficult (perhaps impossible in many cases) to turn. This is bound to cause confusion and trouble for people visiting for the EV charger. The rubbish trucks have great trouble getting to the end of Boundary Road and out again, and this would be exacerbated by people not used to turning in their mirrors, letting out passenger side passengers first and generally making as much room as possible.</p>
<p><b>No</b> <b>199 - Cate Buyck:</b> EV charging stations provided by the council should be available to all users ie either provided in areas without residents parking or should that not be available locally the spaces reserved for charging electric vehicles should have the residents only restriction removed so they are available to anyone with an electric vehicle.</p>
<p><b>Yes</b> <b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b> <b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b> <b>227 - Russell Clarke:</b></p>

**Officer's Comments:**

Over 20 homes in this street or within a ~100m walk lack off street parking, providing good long term demand. Given limited parking in the area the EV car parks will be restricted to residents only. =

The suggestion to supply electricity to a specific garage is problematic in that it would not enable as many to benefit versus installing a charger in the street. Suggestions for other locations in the suburb (e.g. outside Kelburn school) could serve those in the community well, but would be beyond the convenient walking distance for EV owners in Boundary Roads and Mariri Roads. This trial is focussed on selecting locations where we have short term confidence of EV uptake so that we can measure usage.



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 75 – 18

**Location:** Holloway Road - Brooklyn

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

### Key Dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 13 December 2018 |
| 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:

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

#### Column One

**Holloway Road**

#### Column Two

Parking place in the form of electric vehicles only parking, at all times.

#### Column Three

East side, commencing 279.5 metres south of its intersection with Raroa Road (Grid coordinates X= 1,747,454.500 m Y= 5,427,170.630 m) and extending in a southerly direction following the eastern kerbline for 12.0 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

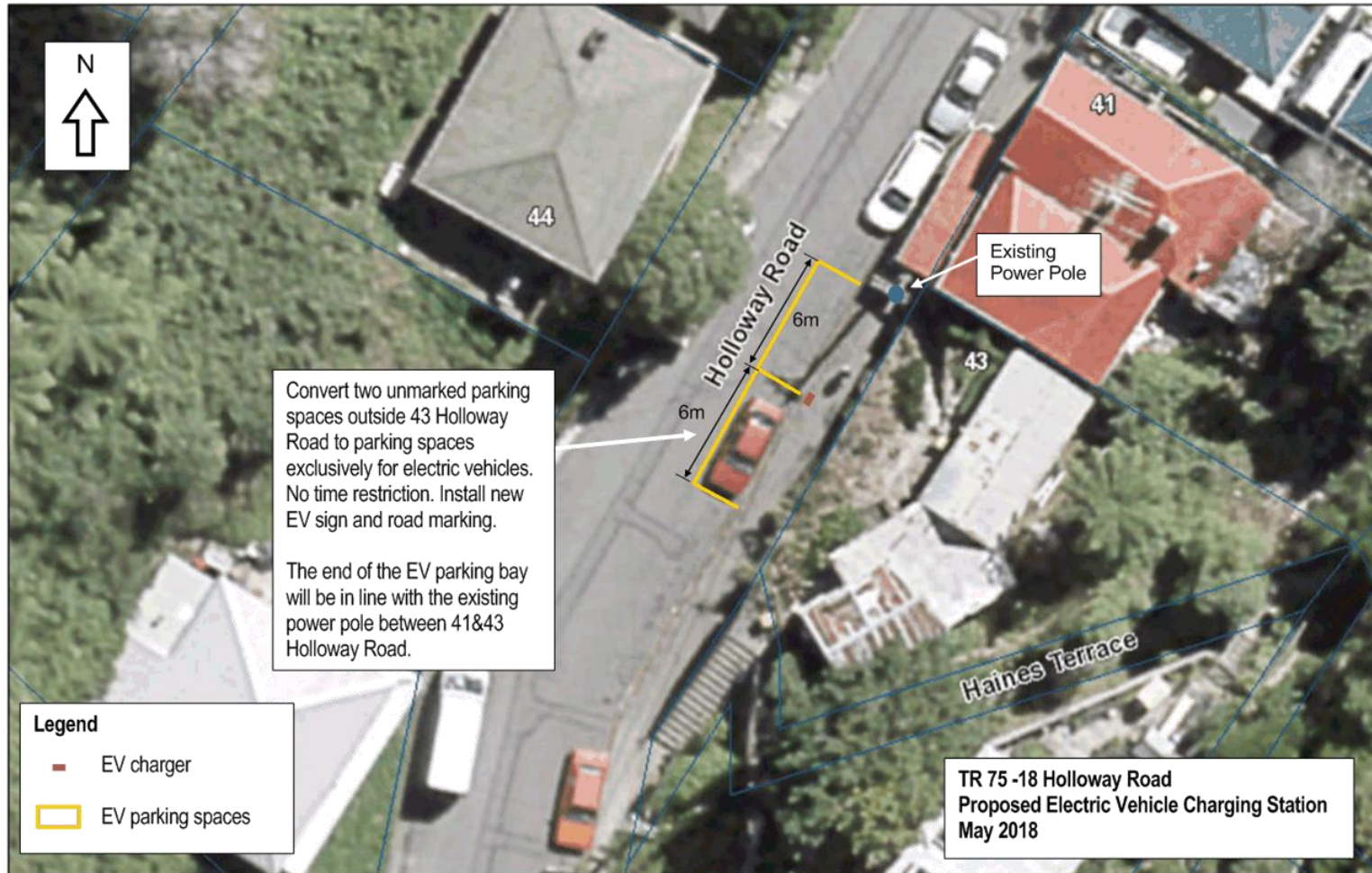
(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:

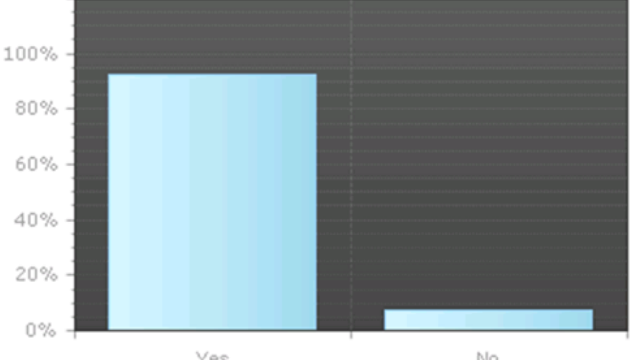






## Submissions

Category Name: 7-TR 75-18 Holloway Road - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 41
Total number of points: 41

Response field Number and Name: 8-TR 75-18 Holloway Road - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:42											
Decision Sought	Number of submitters who selected this option	%									
Yes	38	90.5%									
No	4	9.5%									
<p>8-TR 75-18 Holloway Road - EV Charging Station, At All Times</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>38</td> <td>90.5%</td> </tr> <tr> <td>No</td> <td>4</td> <td>9.5%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	38	90.5%	No	4	9.5%
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No	4	9.5%									
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WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**96 - Elizabeth Yeaman:** I have lived in Holloway Road for over 25 years. The only thing preventing me from having already purchased an EV is that I cannot charge it at home or close to home. The closest place I could charge is at the rapid charger on Vivian Street, which is 2 km from my house. There are often queues of EVs there waiting to charge at the times I would be able to charge when away from home, which makes owning an EV significantly less appealing. As soon as the go ahead is given for the Holloway Road charger, I will purchase an EV which will fully replace our current petrol car (which I will sell). Our family of four adults walks, cycles and uses public transport. However these do not meet all of our transport needs, and we need a one car between the four drivers in my household (me, my husband and our two adult sons). It will be great to meet all our transport needs in the most sustainable way we can. Consequently I strongly agree with the proposal to provide on-street charging in Holloway Road.

**Yes**

**175 - Martin Wilson:** 1. EVs use NZ's plentiful hydro power, do not emit exhaust, and are silent. This reduces toxic, dirty and noisy pollution in our city. 2. Reducing emissions assists in achieving WCC emissions commitments and climate goals. Transport comprises about 40% of

NZ's emissions and is a good target for reductions. 3. Affordable EVs are a recent technology shift; and WCC can support that shift, can support the uptake of this preferred technology. 4. Wgtn's environmental reputation is enhanced as emissions-reducing facilities are provided. Wellington then becomes a preferred destination for the right people. 5. Please could this station include bicycle charging? Having an outlet and somewhere to chain one or two bikes could be a very good start. Lots of neighbours up the steps and hill would love a proper cycle parking facility where they can chain up and leave their bikes, rather than carrying them (or not carrying them) up some of Wgtn's best tracks. If the bicycle parking shelter on Grey St works well, we'd like one. 6. We are under some parking pressure here; but so are all car parks, everywhere near the city. There are tools to assist local residents with that, such as Resident Parking; and, that is a different issue, an issue that is not caused by one charging station, and an issue that should not halt changes. 7. Reducing the number of private vehicles on our streets helps to alleviate parking. The disposal of my three various older vehicles in exchange for one EV van will initially leave the numbers of parking spaces in the immediate vicinity of this charging station completely neutral. 8. For those who think they might be giving up space, selfish self-interests can override civic or environmental responsibilities. Society's planners weigh up those interests and make decisions that have the best overall utility. 9. Roads are a facility managed by WCC, and WCC does a lot of transport, and city, research and planning. WCC actively intervenes to support preferred modes of transport, and it is appropriate to do so. This is a very minor intervention, but sends a clear signal, and assists with the technology shift. 10. Please ensure you measure the parking space(s) to the north of any painted lines. There should be the right size space for one, or two, vehicles. Painting lines that create 1.5 parks to the north would raise the ire of many locals (unless, of course, you devote this space to bicycles!). 11. Did I mention that a covered bike park with charging would be really popular?

**Yes**

**187 - Ingrid Downey:** Parking is difficult for residents in Bruce Ave. During the 27 years since I first moved to this street, I have seen more and more pressure being placed on the availability of parking spaces, with additional dwellings and an increase in the number of multi-car households having occurred. In recent times we have noticed that now parks are regularly taken up by car-owners from beyond our immediate neighbourhood. It is now at the point where even during weekdays, there are few available parks. As a single-car household, we regularly have to park some distance down the road, and not infrequently have to park some distance up Helen Street. Taking two carparks (the premium parks for residents along our path) out of circulation, for exclusive use for EVs will only increase the pressure on parking and most likely those parks will be empty for much of the time. Those carparks will also not be available for use by tradespeople if they are working in houses along the street. There also will be a greater likelihood that cars will end up parked in locations that make it difficult for other vehicles or emergency services to pass.

**No**

**191 - Katherine Ivory:** Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.

**Yes**

**193 - Odessa Owens:** I tried to do this submission on my phone, but I don't think it went through. Apologies if you receive this twice. My comment was something like: It's awesome WCC are taking the initiative to support alternative transport. We'd love one in our neighbourhood! (YIMBY - yes in my backyard).

**Yes**

**210 - Fiona Calderwood:**

**Yes**

**220 - Ron Hutchison:**



**Yes**

**227 - Russell Clarke:**

**No - Josephine McLean, Holloway Rd.**

My objection is as the affected party. I received no information on the proposal. I was shown a brochure and wrote a couple of emails. You were aware of the fact I wish to speak at the hearing - unless the choice of position as near my streetfront private residence is changed. I offered an alternative and stressed I am an advocate for change to electric vehicles. I attach pictures showing alternative site. The choice suits the use proposed as it is not well used by residents and is not near off street parking whereas my site has a garage and my immediate neighbour has offstreet parking. The electricity is easily available at the site at the start of Holloway Road and the position has good road clearance. There will be less problems and no changes required to facilitate the implementation. The choice of that site will be good because most people know it and many use it already, casually, who are not associated to the street. One public use will be being exchanged for another. You agreed that my site may not suit me but stressed there are no risks from electric chargers and I queried this saying this is a new idea and a trial set up. You agreed the technology is new. You evidenced increasing take up and your own. I stressed I am not against the cars quite the reverse and asked a thorough look at the street and its shape and parking be carried out. My objection is only to the choice of position. I said I have contacted Heritage New Zealand about this choice.

WCC Heritage policy is clear - a desire to enhance and assist in maintaining heritage properties. 41 Holloway Road is the recorded site - Heritage NZ records - of the grandest house in the street. Work vehicles need to be able to park near the site and work is going to be started in earnest next year. Costs are not cheap and delays due to inability to find suitable parking will increase costs. I require WCC support in undertaking such ongoing works and I consider the removal of two parks permanently here an obstacle to being able to gain property access during the week, particularly given the use of the street by workers. You suggested electric vehicle use take up will reduce pressures as petrol vehicles will be removed. Did you also mean the removal of cars on the street with out of street stickers? A resident nearby to such cars pointed out 2 such cars that are undriven although are with proper paperwork - someone arrives periodically on a motor scooter to turn over the engine. People do not complain. Records show past issues with central and local government whereby Holloway Road was deemed unfit for purpose. The university was earmarked to take over the street to assist in slum area cleansing. Houses were not allowed to be upgraded. The family in my house were strong and proud as were many residents. Eventually the street and residents were left alone. You may have support for your plan to electrify motoring. You must also take into account the rights of those whose habit it is to avoid stating their view. You know mine. I believe it is reasoned and based on a desire to do what is best for the house and the street. You will check my submission and confirm. You will meet with me. This week I have a bereavement. You suggest next Friday. The hearing date is unknown and may be early next year. You will give me a month notice. You received several emails from me. You only need 2 car parks. The parking is required for 10 hour charging sessions. There are other sites in the road. I suggested where the road commences because: I have my own garage and my neighbour to my left has offstreet parking. Long discussion around electric car benefits - you know first hand. I had already been looking into purchasing a Nissan Leaf. My husband a lawyer knows how to go about paperwork required for importing from Japan. Cost factor is still too high unless 2nd hand, around \$10,000 you said you paid and have owned your Nissan 3 years with only tyre replacement and checkup that showed up nothing required. Very cheap running around 39 cents km. At present Jacinda doing nothing to reduce petrol costs. I am planning on purchasing an electric car as I have the means and am retired. I drive mostly around town. You said most ev's run as far as Masterton and Foxton before needing a recharge. I said the technology is advancing and when it has the costs will reduce along with uptake. You have had several requests from residents. There are people committed to the purchase making it more feasible to have Holloway Road as a charging



point. You only need 2 people requiring parks to implement. This creates a non parking situation for other non electric vehicles in an already tight position. There is no parking on one side of the street there and throughout. Households versus parking spaces is out of sync. Parking spaces in that part of Holloway Road with more dense housing are of a limited number made fewer by the yellow lines spanning much of the road and needed to create better thoroughfare in a narrow street. On file at council I am told by a former councillor is record of waste removal company complaints. Emergency services issues with the street exist and have been reported along with fire service issues over towaways from residences of cars before service vehicles can get out of the centre of the road and let residents through. You know my fire fears - this was my first for the house as it is full of dry timber and is two storied and with streetfront verandah. Fire service has had parking issues in the street (Stuff April 2018). The same fireman driving to the fire researched car fires and reported "fireballs" and unquenchable fires and cars blowing up. Batteries are the problem. Access is another. I would like more answers on the technology behind evs and where it is at present, from your experts. Most ev's here are used imports - new being beyond the average car user. The older the battery the more the risk. The replacement is quite expensive I am told. You said nothing goes wrong with the cars, only tyres in yours so far, 3 years on. That is good to know. The cost to refuel at a commercial site such as the ones you plan to install is cheap but requires a long episode of 10 hours. That is a very restricted use of a single purpose use car space. That constitutes private use only almost. I can install in my garage my own single day/night use charging point. I have no need for the charger so object partially to the proposal? I object to any form of commercialism near my residence. I have asked for records giving the number of vehicles registered to HR. This may take up to 6 week. I asked you for the same record and you refused saying I had asked NZTA. Parking needs to be provided for any commercial enterprise under Resource Management Act. Residential parking rights exist. Are you removing these? You cannot remove (8 - 10hrs at a time), parking for residents so as to supply parking for specific use public and non residents. The non resident 8 - 10 hr use parking is an existing problem at the start of the street. This problem has not been addressed. Removing 2 parks at that site for a commercial operation, or public use charging has no affect as no residents live nearby. All parking spaces are in use all the time. My site is always full unquestionably. I object to any further parking strain being placed at the site put forward. You said it is not near my property but next door to the right. I am the nearest resident. My streetfront former shop and house with attached garage is the most affected property. The power lines are right over the verandah. The lamppost is less than a metre from the house. The risks exist. Parking reduction is unjustified. Parking use of the type recommended undermines existing parking rights. A count of available parks and a tally of cars registered to the street will give an idea of parking required. A count of residences will show how many households there are but will not show who requires a park. Registrations will. WCC street inspection will show cars parked at the start of the street. Details could be taken. I have taken down some. By evening these cars not near owner residences leave freeing up parking but not in the daytime when service vehicles arrive to find no parking. The use of the site for overnight parking is well suited. I have taken the time to thoroughly look into your proposal. At the start of the road below house number one there is an Ian Athfield restored property, that is up a steep driveway with no other houses. There is a small playground nearby. Across the road from here is an area of greenery and a monument is nearby. This is the most suitable spot according to the former councilor I consulted on this recently. I have photographed the general area - see red car attached. I said to you I had spoken with a person familiar with the street layout and useage issues including parking, that already exist. He was in charge of a large and difficult roading project some time ago and he knows well how the street works and would be best managed. I suggested removing parks from other end of road - less narrow, less houses, less demand although the ideal position is near a transmission unit, where office workers take up all the parking between 7.30am and 6pm (when the area consisting of both sides of the road empties). Residents would be better served if the street was Residents Only parking but this is not yet the case. Meanwhile why not deter this unwanted use of the street by

a group of people who are unwilling to pay for parking, from being here, and supply the street with a service that is of benefit to everyone?

**Officer Comments:**

Four written applicants to date shows strong support and likely good utilisation at this location. Location midway along street is selected in part so it serves residents up and down within a reasonable walking distance.

The electric vehicle only car parks do not extend in front of the one household within the street that has objected; that household has on-street parking plus a garage that could be used to park their vehicle. (Other objectors are outside this street).

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 76 – 18

**Location:** Epuni Street – Aro Valley

**Proposal:** Electric Vehicle Charging Station, residents parking.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume. New residents parking restriction (Monday to Friday, 8:00am - 6:00pm) will be introduced for the electric vehicle parking spaces. Therefore, electric vehicles will need to display a residents parking permit during weekdays but not on evenings and weekends.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 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:

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

#### Column One

##### ***Epuni Street***

#### Column Two

*Parking place in the form of electric vehicles only parking. At all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.*

#### Column Three

*West side, commencing 198.7 metres south of its intersection with Aro Street (Grid coordinates X= 1,747,877.190 m Y= 5,426,956.140 m) and extending in a southerly direction following the western kerbline for 12.0 metres.*

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 22 November 2018

**(Principal Traffic Engineer, T/L)**  
**(Chief Advisor, Transport & Infrastructure)**

#### **WCC Contact:**

**Sigurd Magnusson**  
**Sustainability Advisor**

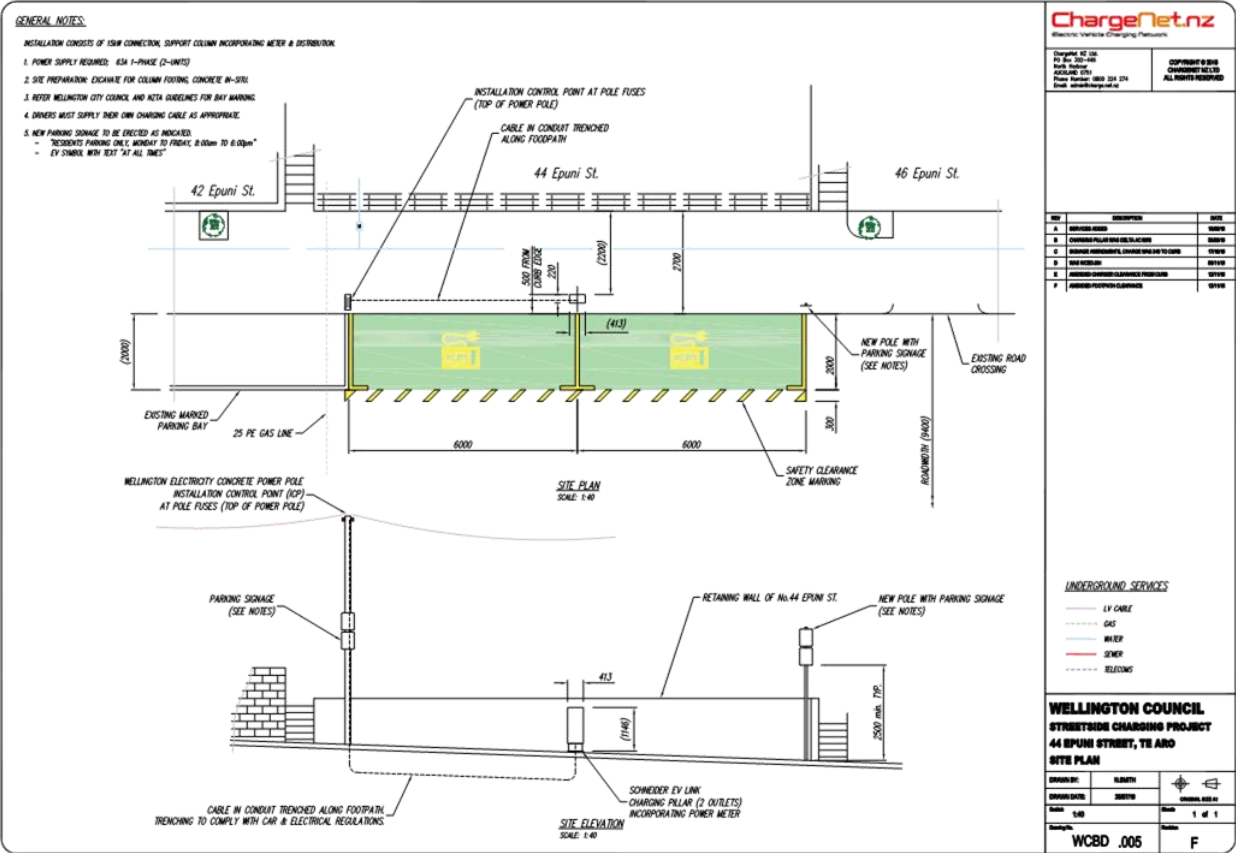
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)



Traffic Resolution Plan:

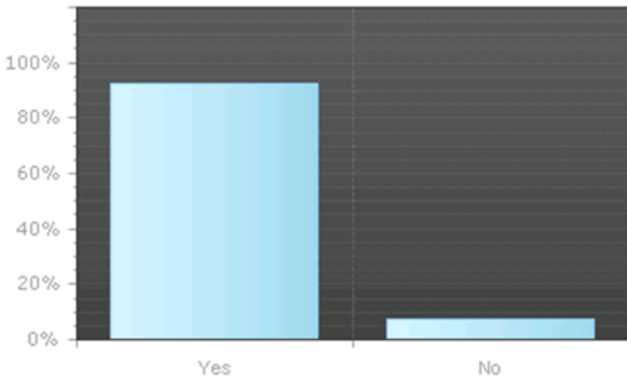


Proposed Site Plan



## Proposed Site Plan

Category Name: 8-TR 76-18 Epuni Street - EV Charging Station, Residents Parking
Overview of Category:
Total number of submitters: 42
Total number of points: 42

Response field Number and Name: 9-TR 76-18 Epuni Street - EV Charging Station, Residents Parking											
Question: Do you agree with the proposal?											
Total number of responses:42											
Decision Sought	Number of submitters who selected this option	%									
Yes	38	92.68%									
No	3	7.32%									
<p>9-TR 76-18 Epuni Street - EV Charging Station, Residents Parking</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>38</td> <td>92.68%</td> </tr> <tr> <td>No</td> <td>3</td> <td>7.32%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	38	92.68%	No	3	7.32%
Decision Sought	Number of submitters	Percentage									
Yes	38	92.68%									
No	3	7.32%									
Submitters for this question											
<p><b>Yes</b></p> <p><b>10 - Liz Banas:</b> We are looking to purchase an EV in the next few months and do not have off street parking for charging. This is the location we would most likely charge an EV.We're in a 'chicken and egg' situation where we do not have a close charging station, which is delaying our</p>											

<p>purchase of an EV. The more options there are for people to charge EVs will mean there is one significant issue resolved for those people who can not charge vehicles at home, so I fully support there being a much larger suite of options available for EV charging in Wellington.</p>
<p><b>Yes</b> <b>32 - Toby Larmer:</b> The Epuni St location is perfect for city fringe charging - especially considering the limited parking spaces available the length of the adjacent Aro Street.</p>
<p><b>Yes</b> <b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b> <b>35 - ANDREW DALZIEL:</b> Brilliant concept, long over due. EVs and bikes/cargo bikes powered by renewable energy need incentives in NZ. We are already behind 8 ball, and need incentives to help with the uptake. This is a solid way to make it easier for those in a city which is geographically challenged, and many houses have no off street access. It would be good too if, in the early days you may the charging facility 'free' providing even more incentive to make the change.</p>
<p><b>Yes</b> <b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b> <b>53 - Simon Cartwright:</b> Excellent idea. I was considering buying a fully electric car, but was concerned about leaving a cable across a public footpath, especially at night.</p>
<p><b>Yes</b> <b>55 - Ian Sharp:</b> Yes, I'm in full support. I'm out of the country going to the Thai/Burma border</p>



from July 6th-22nd and won't have internet/email access or phone coverage. Myself and my wife Teresa Sharp are the directors of Pipelines To Freedom Limited that own 44 Epuni Street.
<p><b>Yes</b></p> <p><b>73 - John Ong:</b> This will be a fantastic amenity for the community on Epuni Street and will undoubtedly encourage a number of residents (most of whom do not have off-street parking) to use an electric vehicle. It is also possible that extension of the residents parking zone may also help take a little bit of pressure off the existing residents parking zone(s) on the street.</p>
<p><b>Yes</b></p> <p><b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>Yes</b></p> <p><b>96 - Elizabeth Yeaman:</b> I own a rental property in Aro Street close to Epuni Street, and my tenants are keen to purchase an EV but have no off-street parking where they can charge. I also regularly see EVs parked overnight in Aro Street in residents parking areas. I am aware of many other people in Aro Valley who would buy EVs should residential on-street charging be available. I am also supporting the charger in Holloway Road in the Aro Valley as I am a resident there and intend to buy an EV if charging were available, and I would charge in Holloway Road. Having a charger in Epuni Street will help meet the high demand for on-street charging in the area for residents. Consequently I strongly agree with the proposal to provide EV charging in residents parking areas in Epuni Street.</p>
<p><b>No</b></p> <p><b>199 - Cate Buyck:</b> EV charging stations provided by the council should be available to all users ie either provided in areas without residents parking or should that not be available locally the spaces reserved for charging electric vehicles should have the residents only restriction removed so they are available to anyone with an electric vehicle.</p>
<p><b>Yes</b></p> <p><b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b></p> <p><b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b></p> <p><b>227 - Russell Clarke:</b></p>

**Officer Comments:**

Of the submissions from residents in this street, there was only support and no objections.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 81 – 18

**Location:** Miramar North Road – Miramar

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper. 26 June 2018
- 2) Feedback period closes. 13 July 2018
- 3) If no objections received, report sent to City Strategy Committee for approval. 13 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

**Legal Description:**

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b><i>Miramar North Road</i></b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 118.0 metres west of its intersection with Weka Street (Grid coordinates X= 1,752,815.370 m Y= 5,426,064.540 m) and extending in a south-westerly direction following the western kerbline for 12.0 metres (2 parallel parking spaces).

Prepared By: Charles Kingsford  
 Approved By: Steve Spence  
 Date: 22 November 2018

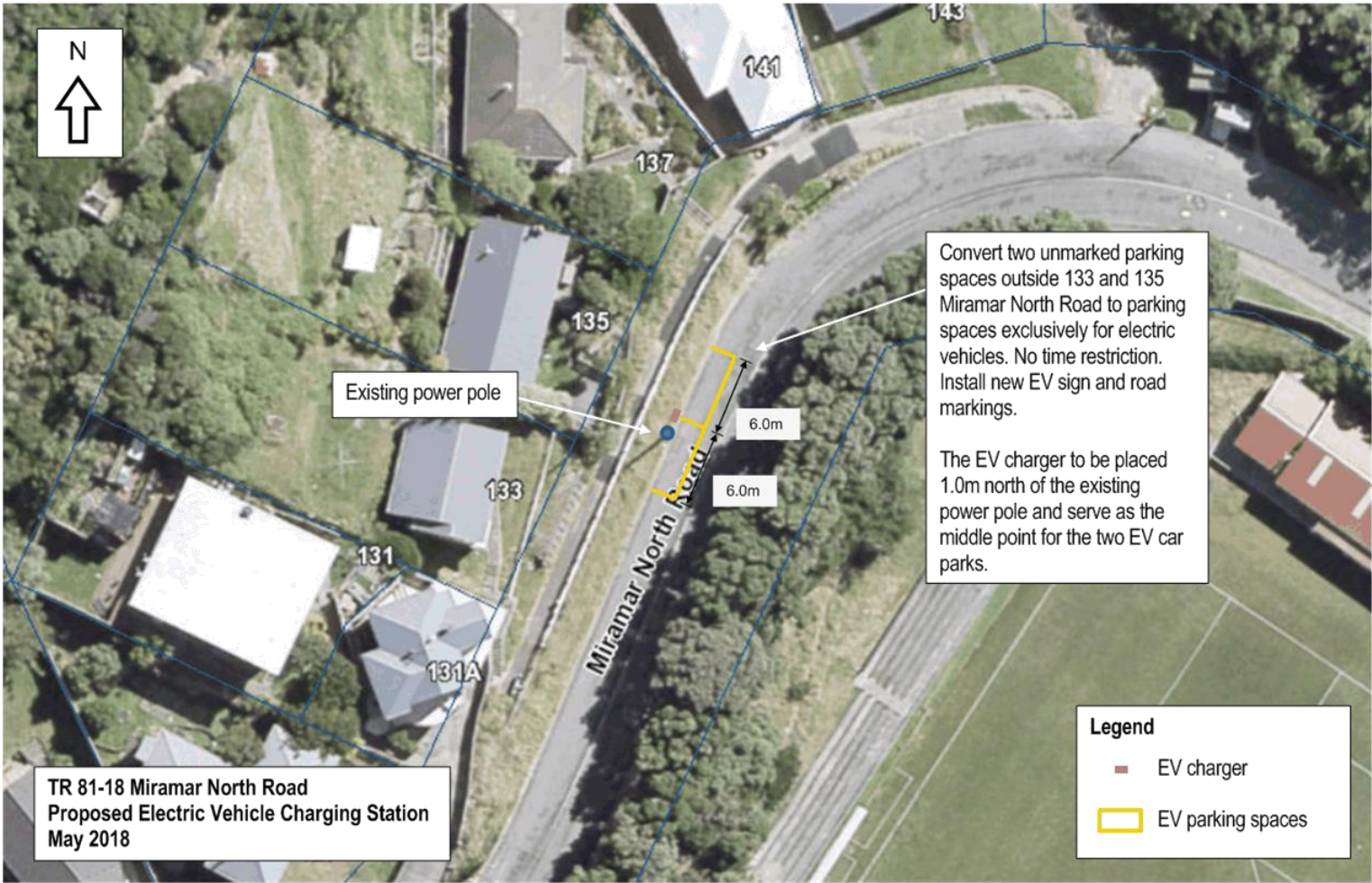
(Principal Traffic Engineer, T/L)  
 (Chief Advisor, Transport & Infrastructure)

**WCC Contact:**

Sigurd Magnusson  
**Sustainability Advisor**

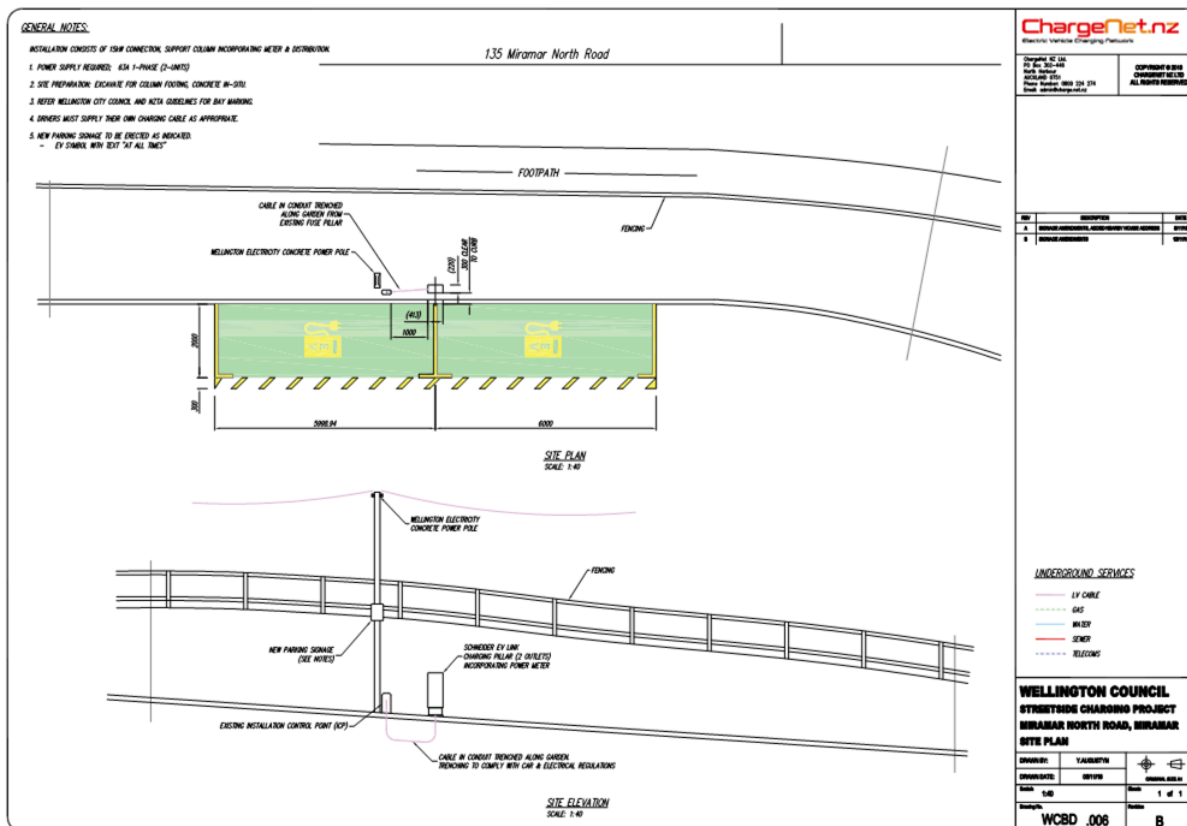
Wellington City Council  
 101 Wakefield Street / PO Box 2199,  
 Wellington  
 Phone: +64 4 803 8697  
 Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:



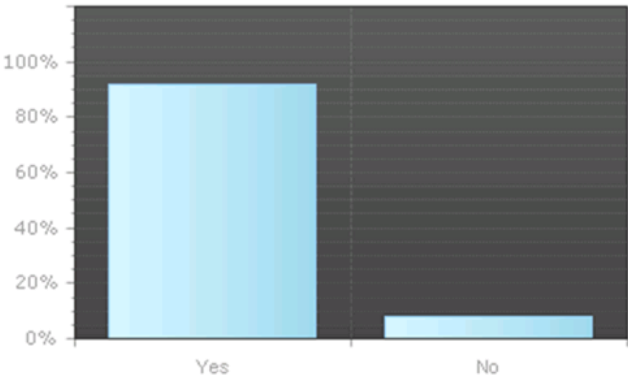


## Proposed Site Plan:



## Proposed Site Plan:

Category Name:	13-TR 81-18 Miramar North Road - EV Charging Station, At All Times
Overview of Category:	
Total number of submitters:	38
Total number of points:	38

Response field Number and Name: 13-TR 81-18 Miramar North Road - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:38											
Decision Sought	Number of submitters who selected this option	%									
Yes	35	92.11%									
No	3	7.89%									
<p><b>13-TR 81-18 Miramar North Road - EV Charging Station, At All Times</b></p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>35</td> <td>92.11%</td> </tr> <tr> <td>No</td> <td>3</td> <td>7.89%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	35	92.11%	No	3	7.89%
Decision Sought	Number of submitters	Percentage									
Yes	35	92.11%									
No	3	7.89%									
Submitters for this question											
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>											

<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b></p> <p><b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>No</b></p> <p><b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.</p>
<p><b>Yes</b></p> <p><b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b></p> <p><b>211 - Alice Hume:</b> I can confirm that we support the proposed location and installation of the charging station.</p>
<p><b>Yes</b></p> <p><b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b></p> <p><b>227 - Russell Clarke:</b></p>

**Officer Comments:**

Of the submissions from residents in this street, there was only support and no objections.

## **PROPOSED TRAFFIC RESOLUTION**

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

**Reference:** TR 84 – 18

**Location:** Hornsey Road - Melrose

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 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:**

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

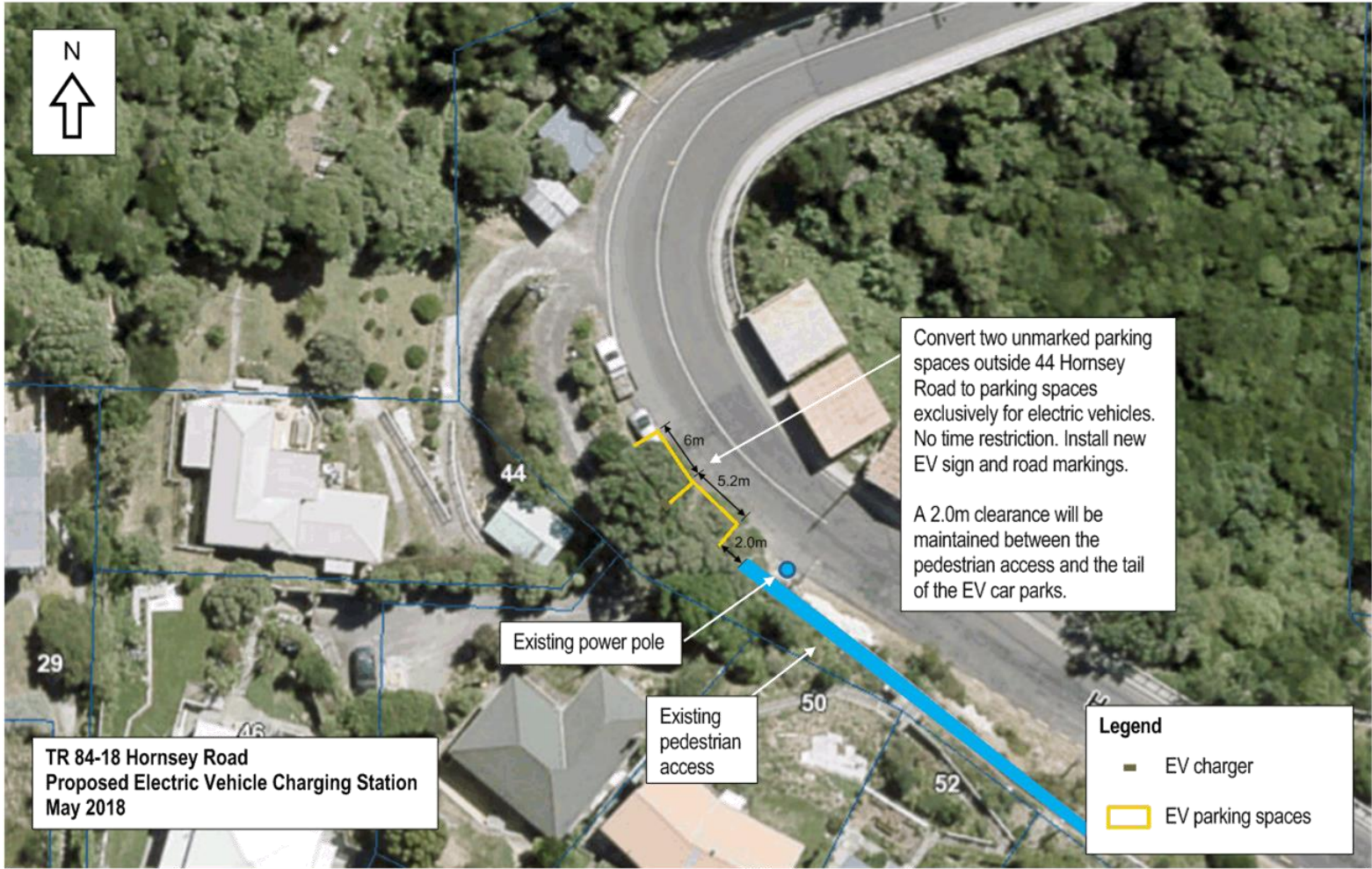
Column One	Column Two	Column Three
<b>Hornsey Road</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 232.5 metres north of its intersection with Houghton Bay Road (Grid coordinates X= 1,749,537.670 m Y= 5,422,854.280 m) and extending in a northerly direction following the western kerbline for 11.2 metres.

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 22 November 2018

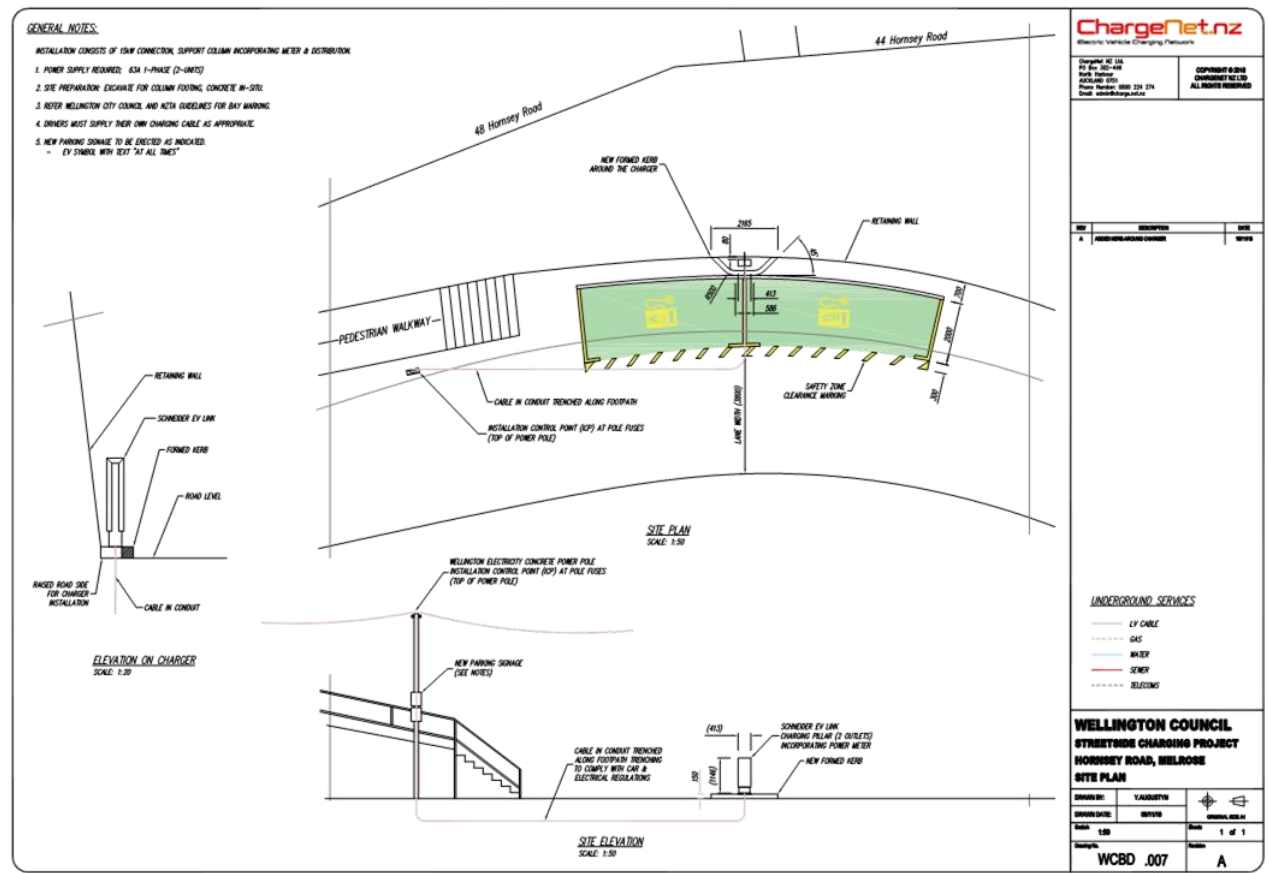
**(Principal Traffic Engineer, T/L)**  
**(Chief Advisor, Transport & Infrastructure)**

**WCC Contact:**  
  
Sigurd Magnusson  
**Sustainability Advisor**  
  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:

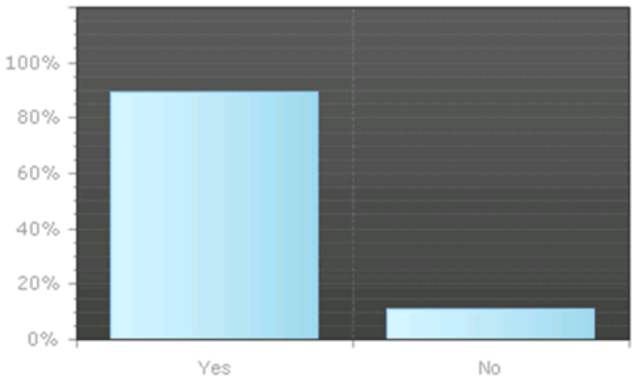


Proposed Site Plan:



## Submissions

<b>Category Name:</b> 16-TR 84-18 Hornsey Road - EV Charging Station, At All Times
<b>Overview of Category:</b>
<b>Total number of submitters:</b> 37
<b>Total number of points:</b> 37

<b>Response field Number and Name:</b> 16-TR 84-18 Hornsey Road - EV Charging Station, At All Times											
<b>Question:</b> Do you agree with this proposal?											
<b>Total number of responses:</b> 37											
Decision Sought	Number of submitters who selected this option	%									
Yes	33	89.19%									
No	4	10.81%									
<p><b>16-TR 84-18 Hornsey Road - EV Charging Station, At All Times</b></p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>33</td> <td>89.19%</td> </tr> <tr> <td>No</td> <td>4</td> <td>10.81%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	33	89.19%	No	4	10.81%
Decision Sought	Number of submitters	Percentage									
Yes	33	89.19%									
No	4	10.81%									
<b>Submitters for this question</b>											
<p><b>No</b></p> <p><b>1 - Greg Lydon:</b> I support the concept but not the position of the two car parks or that they are exclusive to electric cars only. The car park is too close to the pedestrian walkway. This is where cars park to unload groceries, furniture , building and gardening supplies. When our</p>											



elderly parents visit - this is where we park to let them have easy access to the walkway. At this stage there are no electric cars in our neighbourhood. Until such time as one is purchased the two car parks would remain empty and fines/enforcement penalties would occur which would cause unnecessary resentment and traffic issues as car parks are scarce especially when someone has a children's party. My proposed solution is that only 1 carpark is installed and it is not next to the walkway and it is a shared car park until someone buys an electric car.

**Yes**

**26 - Kenneth and Mirandaa Munro:** This is a movement into the future that will benefit the community. Because of the geographical characteristics of Wellington some parts of some streets have no access to home sourced charging and this is an impediment to reducing petrol and diesel emissions for the whole city and meeting carbon goals. Most vehicles will use a charger a limited amount of times a week and this means that two spaces will meet the needs for 20 or more cars which covers future growth in purchase. A beneficial side effect is that this will encourage neighbourhood resilience as people will feel more secure knowing others can identify their car when it is charging or know which owner to contact if waiting for a position. There are also easy social media ways of managing this.

**Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to

the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**No**

**118 - Rachael Neumann:** In principal I agree with EV charging stations especially for those living with no access to a garage for charging. My concern with the proposed charging station on Hornsey Road is the limited parking available in the current circumstances. Currently the on road parking in the area of the proposed EV charging station is at capacity. There are now instances where people are parking on the yellow lines due to the lack of road side parking. To remove two parks permanently for EV charging stations will increase the pressure on the already limited parking spaces available in the local area. Most people are required to park on the road in this area due to housing being pedestrian access only. Currently there are no people living within our parking area with an electric car so two spaces seems excessive. Solutions I propose are: Start with only one charging station car park. As electric cars use increases, consider a second park. Remove some of the yellow lines on the side of the road where the EV stations are proposed to increase the limited parking in the area. This would still be safe for road users and is already occurring. Release more local council land for the building of off road car parks that locals could buy or lease to free up on road side parking. Kind regards Rachael Neumann

**Yes**

**145 - Niki Partsch:** This submission comes from a family of three working adults K, N and M. Our family owns three vehicles, one petrol car, one petrol scooter and a diesel ute. K and N would like to have the opportunity to replace our petrol guzzler with an electric car. The only reason we haven't is because access to charging is a major problem. There are 42 steps up from the road to our house. Parking is possible only across the road or 50 plus metres further along on the same side. Why? Firstly, zero emissions is our goal. We also like the idea of less vehicle maintenance and lower weekly running costs. Secondly, we would like to normalise EV use in our immediate neighbourhood and beyond. We have some influence within our community particularly amongst Maori and Pasifika. K is originally from Samoa. He is well known amongst the local Samoan community and has been involved with Rugby at Rongotai College for almost ten years. K driving an electric car would certainly be a talking point within this community. He would be a strong advocate and poster boy for clean energy vehicles. N is Maori and has good connections to wider Maori groups and immediate community. Owning and using an electric car is important for the future of clean energy. Walking the walk is more effective than just talking the talk. We could just move house? Moving to a place where we can charge our Ev's is a solution for us but does not benefit our neighbourhood in terms of EV charging. We would like to be part of a grassroots move to zero emissions. Speaking with many of our lovely neighbours has encouraged us to proceed because everyone I have spoken to has been very supportive of the idea. Next Generation! For years we have been considering the benefits of zero emissions and we believe that it would be hugely beneficial to the Hornsey Road community to have a charging station available for all to use. M is 21. He supports low or zero emission and is very interested in lower fuel costs. He is interested in having an electric bike or scooter for travelling around in the immediate area. Replacing his diesel ute with an electric vehicle which has the same capabilities is a goal. There at least a dozen children and teens living within two minutes walk of the proposed site for our charging station. If their parents take up the option of Evs because of this opportunity then perhaps many of these children will choose EV's as their own first vehicles.

**No**

**191 - Katherine Ivory:** Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.

**Yes**

**210 - Fiona Calderwood:**

Yes 220 - Ron Hutchison:
Yes 227 - Russell Clarke:

**Officer Comments:**

Two nearby residents have applied in writing agreeing they would purchase an electric vehicle if a station is installed at this location. The substitution of two car parks from general use to electric vehicles only, therefore should not adversely increase car parking pressure in the manner that has been objected to.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 85 – 18

**Location:** Jackson Street – Island Bay

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

- Key Dates:**
- 1) Advertisement in the Dominion Post Newspaper. 26 June 2018
  - 2) Feedback period closes. 13 July 2018
  - 3) If no objections received, report sent to City Strategy Committee for approval. 13 December 2018
  - 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:**

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Jackson Street</b>	Parking place in the form of electric vehicles only parking, at all times.	South side, commencing 418.6 metres east of its intersection with Melbourne Street (Grid coordinates X= 1,748,655.420 m Y= 5,423,111.060 m) and extending in a north-easterly direction following the southern kerbline for 11.2 metres.

Prepared By:	Charles Kingsford	(Principal Traffic Engineer, T/L) (Chief Advisor, Transport & Infrastructure)
Approved By:	Steve Spence	
Date:	22 November 2018	

**WCC Contact:**

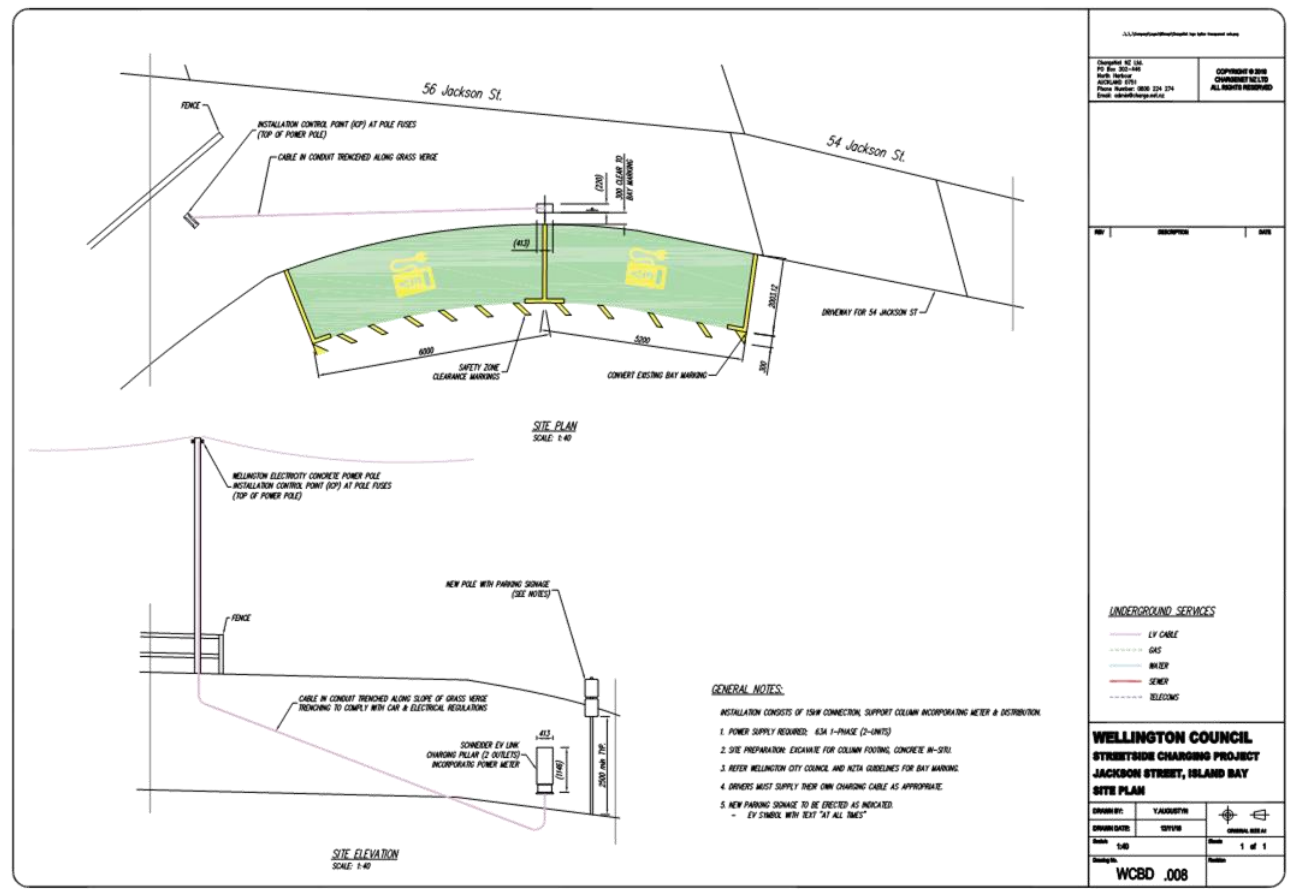
Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:

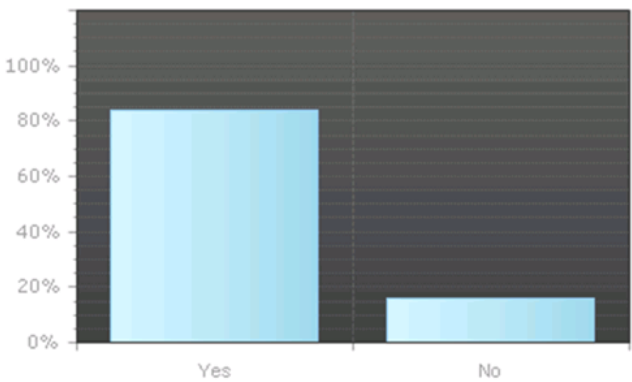


Proposed Site Plan:



## Submissions

<b>Category Name:</b> 17-TR 85-18 Jackson Street - EV Charging Station, At All Times
<b>Overview of Category:</b>
<b>Total number of submitters:</b> 44
<b>Total number of points:</b> 44

<b>Response field Number and Name:</b> 17-TR 85-18 Jackson Street - EV Charging Station, At All Times											
<b>Question:</b> Do you agree with this proposal?											
<b>Total number of responses:</b> 44											
<b>Decision Sought</b>	<b>Number of submitters who selected this option</b>	<b>%</b>									
Yes	37	84.09%									
No	7	15.91%									
<p><b>17-TR 85-18 Jackson Street - EV Charging Station, At All Times</b></p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>37</td> <td>84.09%</td> </tr> <tr> <td>No</td> <td>7</td> <td>15.91%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	37	84.09%	No	7	15.91%
Decision Sought	Number of submitters	Percentage									
Yes	37	84.09%									
No	7	15.91%									
<b>Submitters for this question</b>											
<b>Yes</b> <b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas											



with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**No**

**64 - Jenny Austin:** We agree in principle to sustainable initiatives promoted by the Council. In the twenty years that we have been residents of Jackson Street we have witnessed the following: 1. a significant increase in the volume of vehicle traffic in Jackson Street 2. the contributing increase in parking restraints due to the increase in the volume of traffic 3. the restriction of vehicle access due to the increase in traffic movement and parking. With the proposed installation of the charging station available to the public to the upper section of Jackson Street, our main concern is with additional increase in traffic volume, the lack of turn around space at the top of Jackson Street and with the impact on available parking, this could potentially contribute to the limited access to emergency service vehicles accessing Jackson Street, with catastrophic repercussions. We would also like to highlight that Jackson Street is a 'dead end' street with limited 'turn around' space outside number 56. Before a final decision is made, we would like to recommend that the Council carry out a full traffic audit review of vehicle movement, volume, access and parking which will evidence our concerns, prior to the installation of a public Electric Vehicle Charging Station outside 56 Jackson Street.

**No**

**65 - Sarah Wright:** Has anyone been up Jackson Street - it's a cray pot at the best of times. What happens when emergency services need to get up there, it's already choked with cars. I highly doubt everyone can suddenly afford to upgrade to EVs in a hurry. Surely the convenience factor of linking it with an EV station on Melbourne Road is out weighed by the common sense factor of the inconvenience to everyone who resides up the road. Although judging by the nonsense that is the Island Bay cycle way and how terrible to entire road, including road surface is now the council actually don't really care about the residents, just how they're seen to be 'progressive and sustainable and green'. I bus to work and am rightly fearful getting off the bus

at the Dee St bus stop after work as I step into the cycle way and 50% of the time a cyclist is coming at me. Fix the drainage systems, fix the roads, fix the stuff that's already broken and falling into disrepair. Put your EV stations into sensible places. Do proper investigations before you rip roads up and cost the ratepayers millions, then 'whoops, maybe that wasn't so well planned'

**No**

**70 - Ben Peacey:** I don't agree with this proposal because of the large number of vehicles parked on Jackson Street. There are number of flats within Jackson St with the tenants parking on both sides of Jackson Street which is narrow and uphill. Some dwellings have five or more vehicles which are parked on the street as such it is difficult to travel up and down the street, and difficult to get a park. If the Council was to develop a wider parking strategy to manage on-street parking and put in place no parking lines where the street is narrow and difficult to get through with parked cars on each side, I would be supportive of this great initiative. Given Council is proposing to put two EV parks on Melbourne St, it is not infeasible for these parks to service the needs of people that own an EV in Jackson Street.

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**123 - Andrew Carey:** Our house at 49 Jackson Street is 100metres from where we can park on this street. My belief is that as we park a car on this street that by having a dedicated parking spot taken for this EV spot is no different than the status quo. Furthermore the residents at 55 Jackson who have committed and signed to have an EV also must also park on Jackson Street at this site also, so again no parking spots for this end of the street are taken away anyway. My belief is also that this position fulfils the goals of the scheme, - to provide charging facilities for those households that live a distance from their vehicle, and so are unable to charge. I have noticed that a great deal of other sites proposed have houses much closer to the street than those of 49 and 55 Jackson Street at least, which are 100m away. There is not even the possibility to do an emergency 30 min charge whilst being monitored with an extension chord for example as could be achieved at many houses that are adjacent to the vehicle, so the only solution for us in emergency would be to be towed. I would also like to say that the acceptance and installation of this facility would be promoted to many community members at my workplace, Wellington Girls' College, as this application process has been followed in interest by my 150 students, who have been completing NCEA standards on market failure and the UN Sustainable Development goals. (this facility and initiative relates to UN goals 7,8,9,11,13 14 &15!!). Many of the staff are also closely watching this as the Board have judged that I am currently not allowed to charge at school as they see it is inequitable - that I would be using NZ Government funding (for school and education) on charging my EV. I have suggested that it would be a great educational outcome for students, and real life experiential witnessing of commitment to UN goals by the school - and this empowers education.. but they're not brave enough at this stage to accept that. We live in a terrible street currently to own an EV in because of the geography, and I very much hope to have this facility to share the knowledge and experiences with my networks. Lastly, in reference to potentially any negative responses from residents of this street (as it will be likely that if anyone is against it, they WILL write, rather than residents that don't really care not writing) I would suggest that if the comments are about parking spaces being taken up, that this is an incorrect assessment, for the reasons explained that 2 of us EV drivers from this end of the street have on street cars to park anyway, and these

spots will be for the EVs we own. If the comments are against for other reasons, then fair enough. Thanks for even having the chance to be considered! What a superb initiative!
<b>Yes</b> <b>124 - Katie Piper:</b> I believe that there is a need for a charging station on this street as there are households in this street that own electric cars. Supporting these households and other households in Island Bay in buying electric cars is important and I believe this is a good street to propose a charging station on.
<b>No</b> <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.
<b>No</b> <b>199 - Cate Buyck:</b> Again a more appropriate location would be somewhere more accessible to the majority of residents eg Adelaide road (near Wakefield park)
<b>Yes</b> <b>210 - Fiona Calderwood:</b>
<b>Yes</b> <b>220 - Ron Hutchison:</b>
<b>Yes</b> <b>227 - Russell Clarke:</b>

#### Officer Comments:

Two nearby residents have applied in writing agreeing they would purchase an electric vehicle if a station is installed at this location (one has now proceeded with a purchase). The substitution of two existing carparks from general use to electric vehicles only, therefore should not adversely increase car parking pressure in the manner that has been objected to. If built, the station would help the numerous houses at the nearby 'zigzag' that lack car parking to be in a position to go electric. The proposed location at a grass bank prevents pedestrians from being affected by a charger in a footpath, and provides that no single homeowner has the carparks imposed on their frontage.



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

o

- Reference:** TR 86 – 18
- Location:** Melbourne Road – Island Bay
- Proposal:** Electric Vehicle Charging Station, at all times.
- Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 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:**

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Melbourne Road</b>	Parking place in the form of electric vehicles only parking, at all times.	East side, commencing 34.2 metres south of its intersection with Dee Street (Grid coordinates X= 1,748,653.390 m Y= 5,423,157.080 m) and extending in a southerly direction following the eastern kerbline for 12.0 metres.

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 22 November 2018

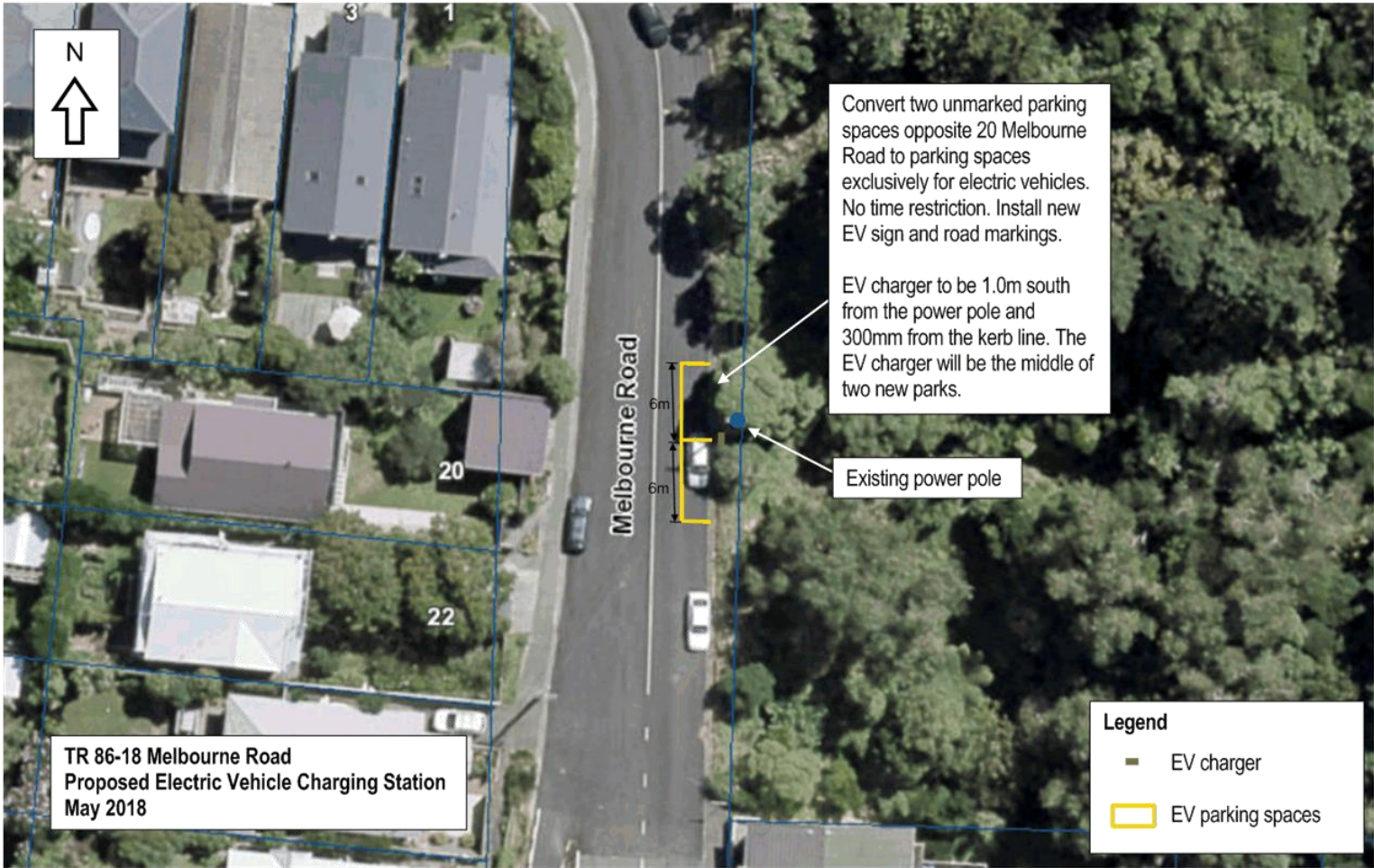
**(Principal Traffic Engineer, T/L)**  
**(Chief Advisor, Transport & Infrastructure)**

**WCC Contact:**

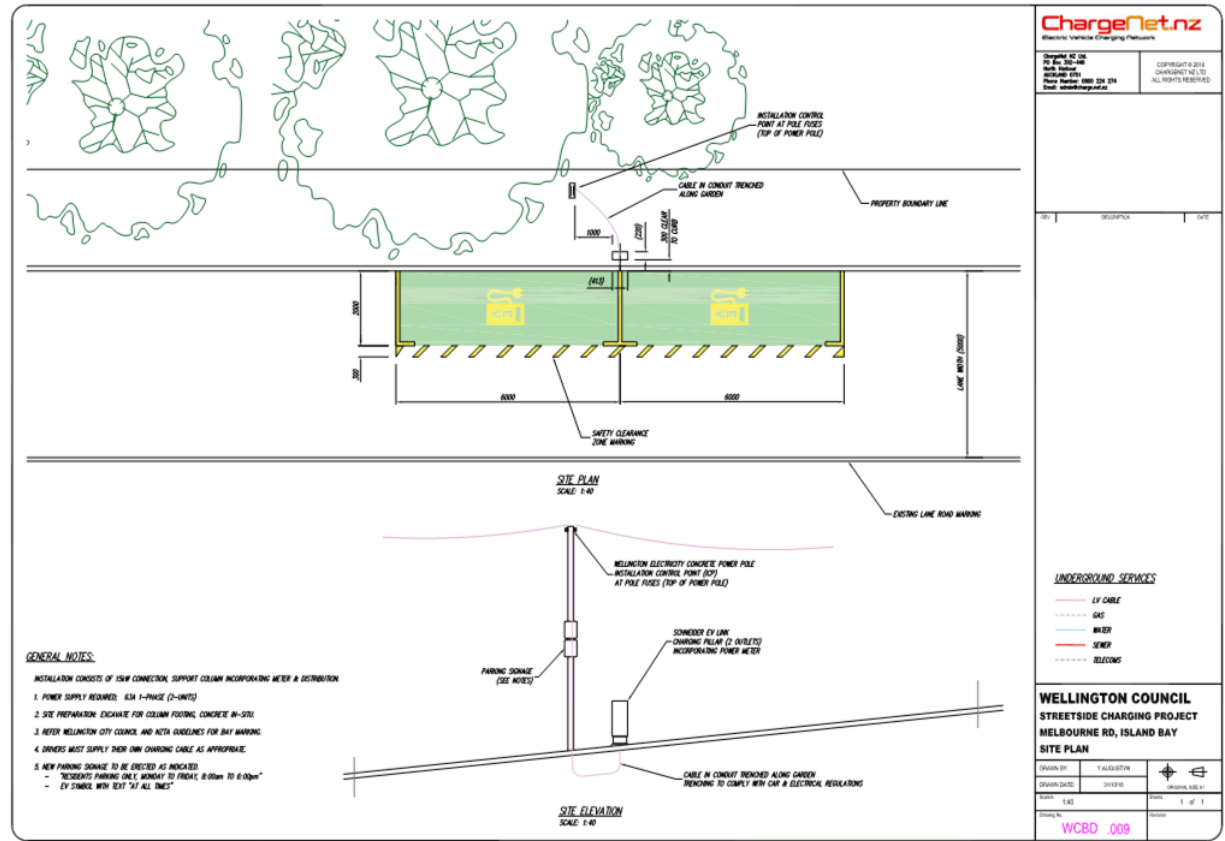
Sigurd Magnusson  
**Sustainability Advisor**

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:

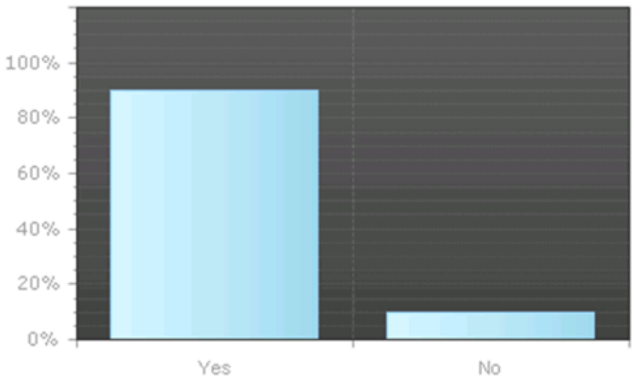


Proposed Site Plan:



## Proposed Site Plan:

Category Name:	18-TR 86-18 Melbourne Road - EV Charging Station, At All Times
Overview of Category:	
Total number of submitters:	40
Total number of points:	40

Response field Number and Name: 18-TR 86-18 Melbourne Road - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:40											
Decision Sought	Number of submitters who selected this option	%									
Yes	36	90.00%									
No	4	10.00%									
<p>18-TR 86-18 Melbourne Road - EV Charging Station, At All Times</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>36</td> <td>90.00%</td> </tr> <tr> <td>No</td> <td>4</td> <td>10.00%</td> </tr> </tbody> </table>			Response	Count	Percentage	Yes	36	90.00%	No	4	10.00%
Response	Count	Percentage									
Yes	36	90.00%									
No	4	10.00%									
Submitters for this question											
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas</p>											



## PROPOSED TRAFFIC RESOLUTION

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

with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**70 - Ben Peacey:** Having EV parking locate on Melbourne Road makes a lot more sense than in Jackson Street. This part of Melbourne Road does not have parking issues, unlike Jackson Street. The location of the EV parks on the Council map is at the narrowest point of Melbourne Road and nearby the fork between the two aspects of Melbourne Road. Making sure the EV park location is not at the narrowest point limiting uphill traffic is necessary.

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**123 - Andrew Carey:** I prefer the site at 85-18 Jackson street as our house is 100 meters from the road here, but are in support of this site as a secondary option, even though it would be inconvenient of us as we would have to walk up and down from the height of 1 Volga road up above the national hockey stadium to retrieve vehicle after a charge period, whereas the vice verse for melbourne road residents would not be anywhere that distance or altitude.

**No**

**191 - Katherine Ivory:** Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.

## PROPOSED TRAFFIC RESOLUTION

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

**No**

**199 - Cate Buyck:** Again a more appropriate location would be somewhere more accessible to the majority of residents eg Adelaide road (near Wakefield park) More generally should this policy be carried out (and I have reservations about a number of aspects and think it remains unproven that the current approach will increase use of electric vehicles) it would seem more appropriate to ensure adequate equitable coverage across Wellington (2 on Coromandel street but none in Seatoun, Worser Bay or Strathmore?) It would also seem more appropriate to locate them in small parks or areas where residents/businesses will not be detrimentally affected (such as next to sports fields etc.) and where they will be perceived as freely available to all comers.

**Yes**

**210 - Fiona Calderwood:**

**Yes**

**220 - Ron Hutchison:**

**Yes**

**227 - Russell Clarke:**

**Officer Comments:**

Of the submissions from residents in this street, there was only support and no objections. Its position near a reserve avoids imposing on any property. Charging stations in this project have been positioned to be within walking distance of demand by written applicants.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 87 – 18

**Location:** Mersey Street – Island Bay

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks (WCC car park ID numbers 7262 & 7263) will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

### Key Dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 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:

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

#### Column One

***Mersey Street***

#### Column Two

Parking place in the form of electric vehicles only parking, at all times.

#### Column Three

North side, commencing 29.5 metres west of its intersection with The Parade (Grid coordinates X= 1,748,316.160 m Y= 5,422,293.530 m) and extending in a westerly direction following the northern kerbline for 5.2 metres (2 angled car parks).

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

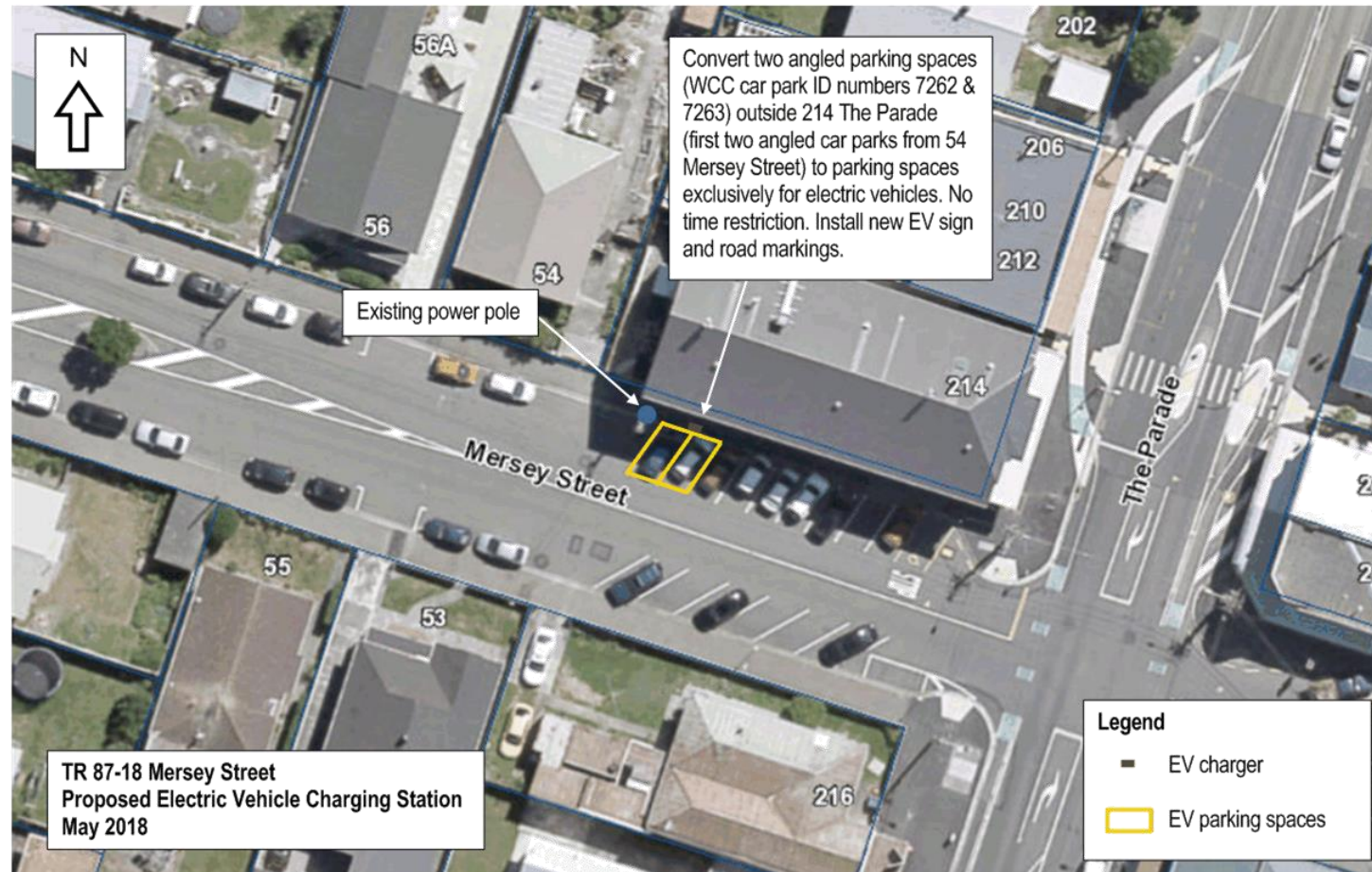
#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
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Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)



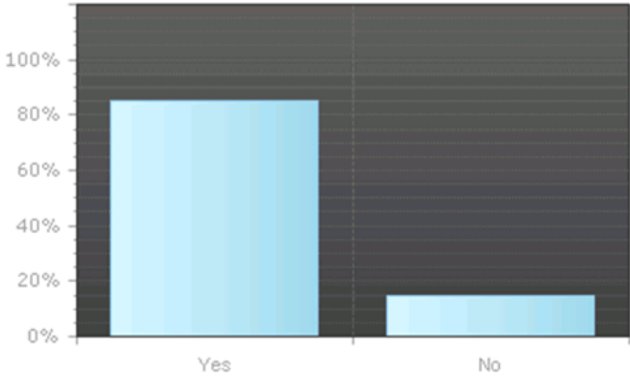
Traffic Resolution Plan:





## Submissions:

Category Name: 19-TR 87-18 Mersey Street - EV Charging Stations, At All Times
Overview of Category:
Total number of submitters: 40
Total number of points: 40

Response field Number and Name: 19-TR 87-18 Mersey Street - EV Charging Stations, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:40											
Decision Sought	Number of submitters who selected this option	%									
Yes	34	85.00%									
No	6	15.00%									
<p>19-TR 87-18 Mersey Street - EV Charging Stations, At All Times</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>34</td> <td>85.00%</td> </tr> <tr> <td>No</td> <td>6</td> <td>15.00%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	34	85.00%	No	6	15.00%
Decision Sought	Number of submitters	Percentage									
Yes	34	85.00%									
No	6	15.00%									
Submitters for this question											
<b>Yes</b> <b>6 - Scott Chambers:</b> This could be a great Island Bay community charger - good location.											
<b>No</b> <b>22 - Pat Vinaccia:</b> As the Owner of The Empire Cinema, I'm currently seeking a parking time											

limit (180mins) on Mersey Street between the Parade and Derwent Street. People are driving their vehicles to this area and take the bus to work. In turn they leave their Vehicle all day- This is more of a problem on rainy days which is also generally a busy time for the cinema. It does affect the elderly and families who cannot get a park close by. I oppose the charging station because it also takes 2 more parks away for the general public.

**Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**No**

**174 - CLARE MCLAUGHLIN:** This street is extremely busy at all times due to patronage at the Empire Cinema as well as residents from other areas parking and catching the bus into town. I am unaware of any resident in this street owning an electric vehicle so wouldn't it be more practicable to put it in the street of the resident that requested it. Have you thought of locating the charging station in the local New World , organisations such as this enjoy the kudos of being part of an experiment such as this .If it is located in our street I hope you monitor its usage so that its not only for the benefit of a resident who is in the fortunate position of being able to afford an electric vehicle



<p><b>No</b>  <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.</p>
<p><b>No</b>  <b>199 - Cate Buyck:</b> In this area there again is a lot of pressure on public parking to serve the neighbouring businesses exacerbated by parking changes on nearby streets. Again it seems to me that there is only a very small number of households without the ability to provide their own charging stations. It would seem more appropriate that such a charging station be placed in a more suitable location eg Reef street.</p>
<p><b>Yes</b>  <b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b>  <b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b>  <b>227 - Russell Clarke:</b></p>

**Officer's Comments:**

Objections that these parks for might constrain visiting the cinema ought be a short term issue; the parks are available to any electric vehicle owner, who could charge their car whilst watching a movie.

If found to be used by commuters taking the bus and working in town, a solution may be to later consult on and introduce a daytime time limit of several hours on the EV and potentially adjacent car parks.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 89 – 18

**Location:** Coromandel Street - Newtown

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper. 26 June 2018
- 2) Feedback period closes. 13 July 2018
- 3) If no objections received, report sent to City Strategy Committee for approval. 13 December 2018
- 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:

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Coromandel Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 19.8 metres north of its intersection with Wilson Street (Grid coordinates X= 1,749,515.430 m Y= 5,425,078.020 m) and extending in a northerly direction following the western kerbline for 12.0 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

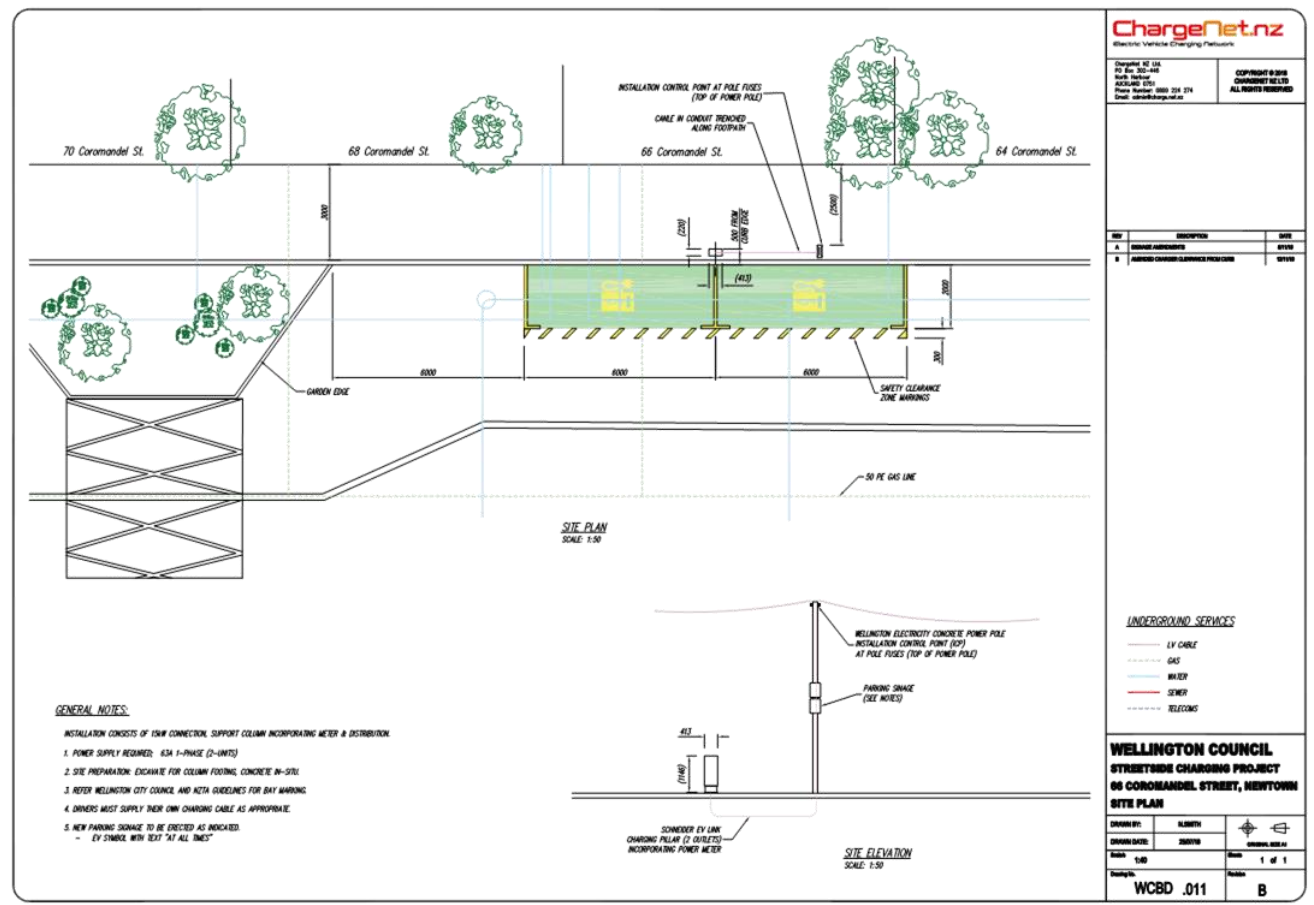
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:



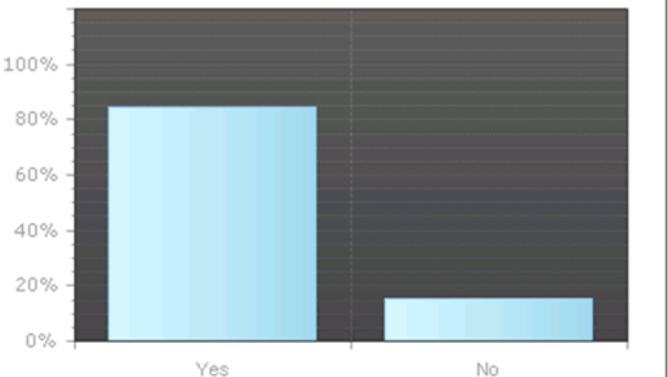


Proposed Site Plan:



## Submissions:

Category Name: 21-TR 89-18 Coromandel Street - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 46
Total number of points: 47

Response field Number and Name: 21-TR 89-18 Coromandel Street - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:46											
Decision Sought	Number of submitters who selected this option	%									
Yes	39	84.78%									
No	7	15.22%									
<p><b>21-TR 89-18 Coromandel Street - EV Charging Station, At All Times</b></p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>39</td> <td>84.78%</td> </tr> <tr> <td>No</td> <td>7</td> <td>15.22%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	39	84.78%	No	7	15.22%
Decision Sought	Number of submitters	Percentage									
Yes	39	84.78%									
No	7	15.22%									
<b>Submitters for this question</b>											
<p><b>Yes</b></p> <p><b>8 - Alison Eckford:</b> Newtown is an increasingly busy transport hub with traffic through to other suburbs and the hospital increasing congestion parking problems and emissions. Encouraging residents' and hospital workers' uptake of electric vehicles would be a positive step.</p>											

<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b></p> <p><b>62 - Peter Holmstead:</b> We are very keen to swap our petrol car for a fully electric vehicle. The nature of my job requires me to transport more than is possible using a bike. We also have elderly relatives who have disabilities and need to be driven to various appointments by car. Parking for those trips needs to be close to our house. Because we have no offstreet parking, a kerbside charging point is essential. It also allows friends with e-cars to use the charger while visiting us. Peter Holmstead and Sarah Scott</p>
<p><b>No</b></p> <p><b>72 - Jane Patterson:</b> I think electric vehicles are to be encouraged however i do not support these on-street charging stations. Newtown has a low proportion of off street parking and therefore on-street parking is under considerable pressure. to have several parks only available to electric vehicles is therefore unreasonable, particularly given that for the medium term there are likely to be very few EVs in the area. A better option would be to partner with other agencies such as petrol stations for a supply of slow charge charging facilities. that will not frustrate residents with other than EVs. These charging stations under this proposal would be de facto free designated 'residents parking' for EVs.</p>
<p><b>Yes</b></p> <p><b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to</p>

the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).
<p><b>Yes</b></p> <p><b>108 - David Payton:</b> Strongly endorse efforts to get areas like Newtown as part of the transition to a lower carbon economy and society. So I strongly support efforts like this that give a clear signal that Newtown, Wellington and the country as a whole understand where the future for a sustainable climate friendly country.</p>
<p><b>No</b></p> <p><b>129 - Greg Nicholls:</b> Parking is already terrible in Coromandel Street because of hospital people parking in the street. Please don't locate charging stations in Coromandel Street as it will take away more parks that are desperately needed by people living in the street. Use the off street carpark by the shops in Wilson Street or somewhere else. Or do something about hospital parking.</p>
<p><b>Yes</b></p> <p><b>182 - Ben Sutherland:</b> residents only</p>
<p><b>No</b></p> <p><b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.</p>
<p><b>Yes</b></p> <p><b>203 - Elizabeth &amp; Eugenie Wycherley:</b> Positive move for the neighbourhood.</p>
<p><b>Yes</b></p> <p><b>204 - Mary Foley:</b> Happy for E-car charging point to be fitted outside No 66 Coromandel St.</p>
<p><b>Yes</b></p> <p><b>205 - Kerry &amp; John Finnigan &amp; Crompton:</b> There may need to be a time restraint on the parks concerned, if there are a number of EV cars in the area.</p>
<p><b>Yes</b></p> <p><b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b></p> <p><b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b></p> <p><b>227 - Russell Clarke:</b></p>
<p><b>No</b></p> <p><b>232 - Tania Absalom :</b> We write in regards to the proposed traffic resolution for Coromandel Street and wish to express our <u>objection</u> to this proposal. <b>Observations</b> There are approximately 28 off-street parks on the Street. In this area there are approximately 20 different residences, some having multiple flats(i.e.number3). Of these 20-odd residences, atleast 12 residences have no off-street parking. Many of these residences have multiple persons living at their address. Let's say 20 residences have 2 vehicles each, the street is already at a deficit for parking. Of the residences located on the street, there are at least 23 vehicles belonging to residents alone— none of these which are electric! It is not unreasonable that these residents should be able to park in their own street. If anything, this street needs allocated "residents parking", not electric parking stations.</p>



I drive to my local gym at approximately 5.35am each morning and return home before heading to work. If I do not return to the street before 6.55am, it is near impossible to get a park in my street until approximately 3.30pm in an afternoon.

In observing traffic movements in our street between the hours of 6.50am-9.30am weekdays, staff from Ewart Hospital and Wellington Hospital can be seen driving up and down the street looking for carparks. There is also a childcare facility, SPCA and many walking and biking tracks which attract additional traffic. On Saturdays, there is also a fruit and vegetable market held at Newtown School and market goers also park their vehicles in our street. As a resident, and a ratepayer, this is extremely frustrating.

We reside at 7 Coromandel Street, Newtown. We have been ratepayers for this property for six years and resided here for four years. During this time, there has always been limited parking available for residents in the street. For the purpose of this letter, "the street" refers to Coromandel Street to the northern side of Mein Street (i.e. 22-6 and 17-1) and is identified in red below.

#### **Proposed Solution**

Note at the eastern end of Mein Street, there is a walkway leading up into the town belt. Has the Council considered cutting into this land and installing the electric parking stations there (refer to red arrow in diagram below)?

#### **Conclusion**

It is clear from this data that hospital staff parking in the street has a large impact already on parking in this street. The addition of electric charging stations will impact this further. Due to the above reasons and observations, we strongly object to the proposed traffic resolution TR90-18 for Coromandel Street due to the limited number of available spaces already available for residents.

Whilst we are not against electric charging stations generally, we hope that the above information will be taken into consideration. Further, we invite the Council Members to sit and observe the traffic movements in our street so that they can see for themselves the issues already present around parking availability.

#### **Officer's Comments:**

Parking in Newtown is at a premium: it has the highest concentration of homes (over 3000 units) lacking off-street parking, and thus the largest number of properties that are unable to conveniently transition to electric cars. This makes it a focus for the trial.

The location has been selected due to the owner giving permission for two car parks being EV Only outside their house; objectors are not as directly affected by its location.

The intent of this and other proposals is that locals will substitute their fossil fuel cars with electric cars, and in doing so, congestion should be no worse. As one objector noted, there are significant numbers of homes lacking off-street parking near this location, which suggests good probable demand for the facility here beyond the initial applicant.

## **PROPOSED TRAFFIC RESOLUTION**

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

**Reference:** TR 91 – 18

**Location:** Wright Street – Mount Cook

**Proposal:** Electric Vehicle Charging Station, residents parking.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume. New residents parking restriction (Monday to Friday, 8:00am - 6:00pm) will be introduced for the electric vehicle parking spaces. Therefore, electric vehicles will need to display a residents parking permit during weekdays but not on evenings and weekends.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received report, sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 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:

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Wright Street</b>	Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.	East side, commencing 86.5 metres south of its intersection with Carrington Street (Grid coordinates X= 1,748,511.250 m Y= 5,425,720.380 m) and extending in a southerly direction following the eastern kerbline for 13.8 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

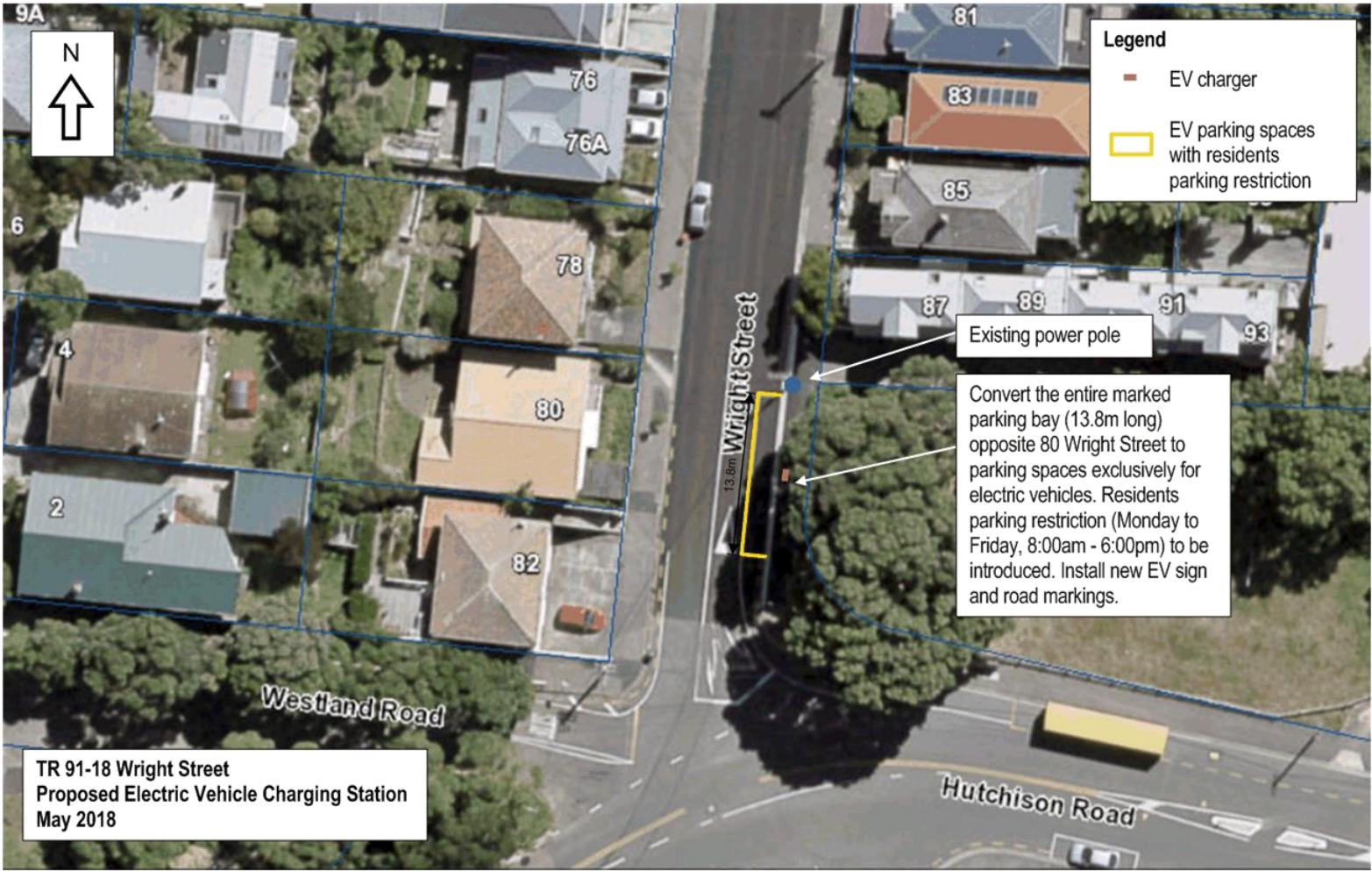
### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

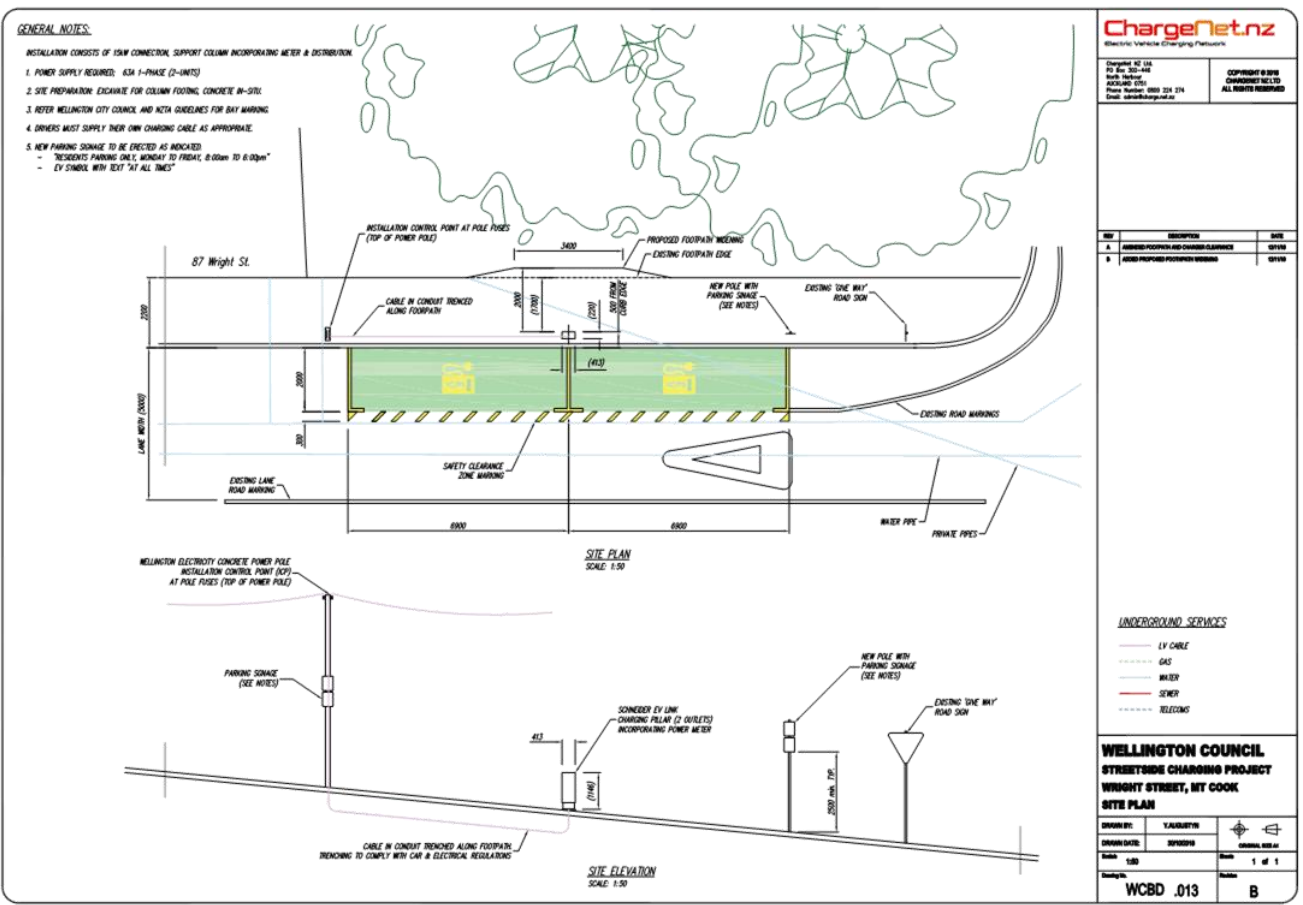


Traffic Resolution Plan:

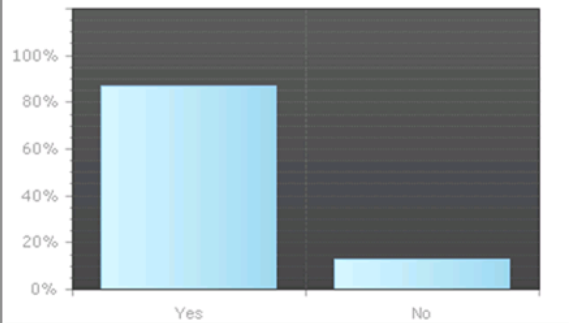




Proposed Site Plan:



## Submissions:

Response field Number and Name: 23-TR 91-18 Wright Street - EV Charging Station, Residents Parking											
Question: Do you agree with this proposal?											
Total number of responses:40											
Decision Sought	Number of submitters who selected this option	%									
Yes	34	87.18%									
No	5	12.82%									
<p>23-TR 91-18 Wright Street - EV Charging Station, Residents Parking</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>34</td> <td>87.18%</td> </tr> <tr> <td>No</td> <td>5</td> <td>12.82%</td> </tr> </tbody> </table>			Response	Count	Percentage	Yes	34	87.18%	No	5	12.82%
Response	Count	Percentage									
Yes	34	87.18%									
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Submitters for this question											
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>											
<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide</p>											

<p>the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b>  <b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>No</b>  <b>95 - Jane Loughnan:</b> It should be around the corner in Hutichson Road - Wright St is going to be the 'DETOUR' for Wallace St when it's down to one lane for 12-18 from Q4 2018 to do the pipe works and the pressure on parking while that is on plus the new water reservoir is going to be great and to loose 2 residents parks in not acceptable.</p>
<p><b>No</b>  <b>103 - Daniel Robson:</b> There are already serious parking shortages in this area.</p>
<p><b>No</b>  <b>199 - Cate Buyck:</b> EV charging stations provided by the council should be available to all users ie either provided in areas without residents parking or should that not be available locally the spaces reserved for charging electric vehicles should have the residents only restriction removed so they are available to anyone with an electric vehicle.</p>
<p><b>Yes</b>  <b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b>  <b>214 - Daniel Rosenbaum:</b> I support the installation of an electric vehicle charging station on Wright St as shown</p>
<p><b>Yes</b>  <b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b>  <b>227 - Russell Clarke:</b></p>

**Officer's Comments:**

Concerns that this will reduce carparking for residents are mitigated by this proposal already (two applicants within talking distance should substitute not increase congestion, plus the proposed conversion from coupon parking to residents parking increases the level of parking specific to residents). The suggestion to relocate 10 meters to Hutchison Road is not recommended; that is a busy corridor with buses and substantial traffic. For this reason the recommendation is to remain with Wright Street; a quieter road offering better safety to those plugging and unplugging their vehicles.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 90 – 18

**Location:** Coromandel Street - Newtown

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

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Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                 |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018    |
| 2) Feedback period closes.  | 13 July 2018    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 6 December 2018 |
| 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:**

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Coromandel Street</b>	Parking place in the form of electric vehicles only parking, at all times.	West side, commencing 92.8 metres north of its intersection with Mein Street (Grid coordinates X= 1,749,470.170 m Y= 5,425,310.020 m) and extending in a northerly direction following the western kerbline for 12.0 metres.

Prepared By:

Approved By:

Date:

Charles Kingsford  
Steve Spence

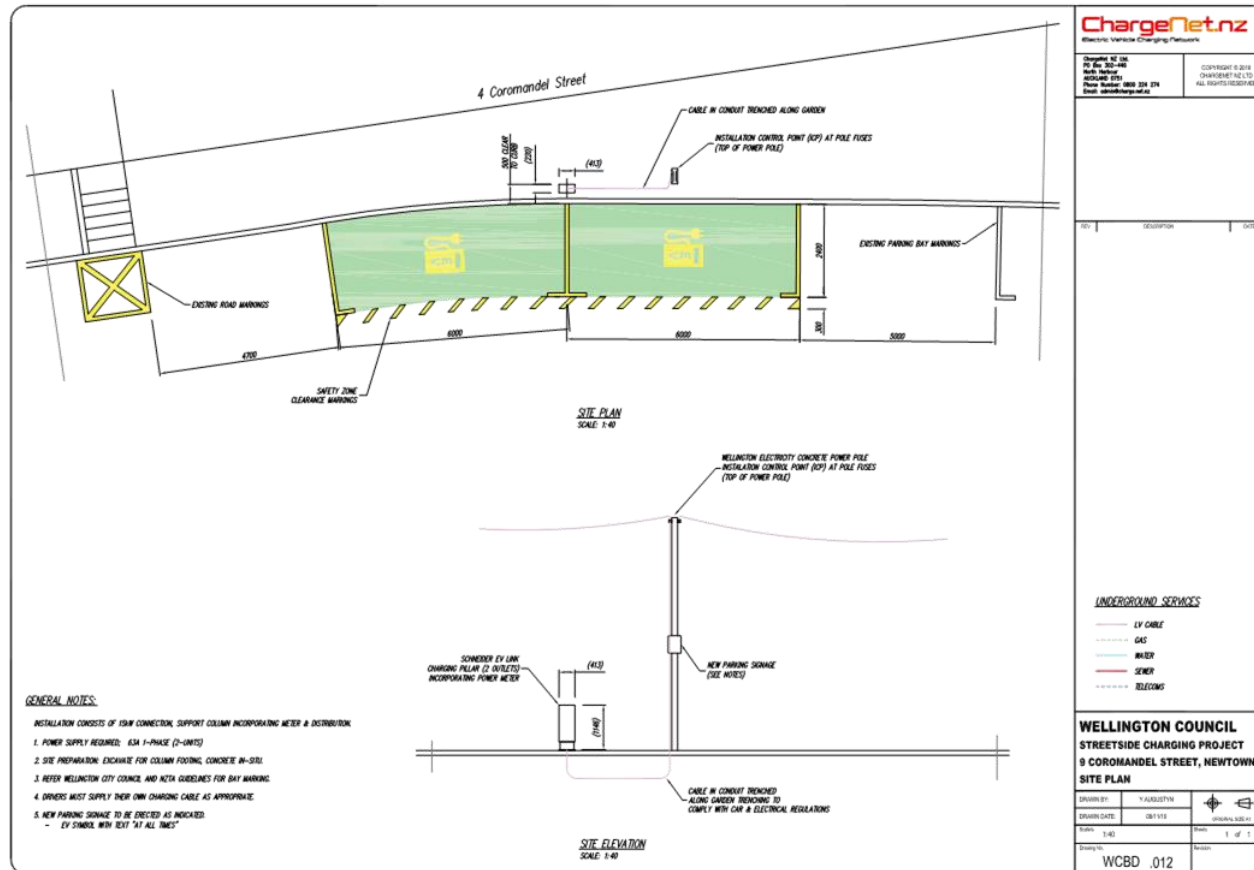
(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

**WCC Contact:**  
  
Sigurd Magnusson  
**Sustainability Advisor**  
  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:

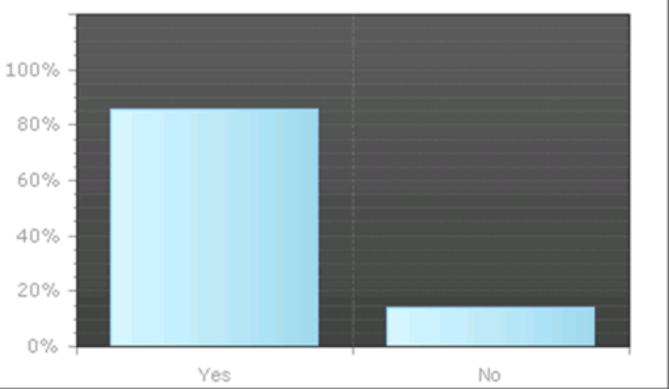


Proposed Site Plan:



## Submissions:

Category Name: 22-TR 90-18 Coromandel Street - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 43
Total number of points: 43

Response field Number and Name: 22-TR 90-18 Coromandel Street - EV Charging Station, At All Times		
Question: Do you agree with this proposal?		
Total number of responses:43		
Decision Sought	Number of submitters who selected this option	%
Yes	36	85.71%
No	6	14.29%
<p>22-TR 90-18 Coromandel Street - EV Charging Station, At All Times</p> 		
Submitters for this question		
<p><b>Yes</b></p> <p><b>8 - Alison Eckford:</b> Newtown is an increasingly busy transport hub with traffic through to other suburbs and the hospital increasing congestion parking problems and emissions.</p>		



Encouraging residents' and hospital workers' uptake of electric vehicles would be a positive step.
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b></p> <p><b>36 - angus gabara:</b> My only concern is how you manage usage, and restrict one person (car) monopolising the car park beyond the time taken to recharge their vehicle. Fast chargers would be preferable to 'medium' chargers and may mitigate the monopolising issue.</p>
<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>No</b></p> <p><b>72 - Jane Patterson:</b> I think electric vehicles are to be encouraged however i do not support these on-street charging stations. Newtown has a low proportion of off street parking and therefore on-street parking is under considerable pressure. to have several parks only available to electric vehicles is therefore unreasonable, particularly given that for the medium term there are likely to be very few EVs in the area. A better option would be to partner with other agencies such as petrol stations for a supply of slow charge charging facilities. that will not frustrate residents with other than EVs. These charging stations under this proposal would be de facto free designated 'residents parking' for EVs.</p>
<p><b>No</b></p> <p><b>77 - Fiona Bode:</b> As if finding a car park is not hard enough for residents in this section of Coromandel Street, I was informed by my neighbour yesterday about the proposed traffic resolution (as a letter from you was not delivered to me direct).</p>

<p>I oppose this Charging Station for the following reasons:</p> <ul style="list-style-type: none"> <li>• There are not enough car parks already for the local residents who reside in this area of Coromandel Street;</li> <li>• Car parking is at a premium as it is - what with Ewart Hospital, the Child Care Facility, walking tracks, SPCA, Wellington Hospital, and the play area with cars driving up and down our street constantly looking for carparks;</li> <li>• It is odd when applying for 'Residents Parking' that a consent of at least 75% of residents in the area is required, yet in your letter you state that only one or more local residents have applied for this charging station;</li> <li>• In your letter, you write that one or more local residents have applied in writing for this service – I have not come across any of the 'local residents' that owns an electric car;</li> <li>• A submission has been put forward for residential parking for Coromandel Street, and as yet, we still not have heard from Wellington City Council regarding this submission;</li> <li>• Year after year, vans/boats/cars have been dumped, or stolen, or left unattended for months, taking up valuable car parks for residents – this is an ongoing problem, and with the introduction of this charging station this will further impede two valuable car parks for residents.</li> </ul> <p>I do hope that you will take the above reasons into consideration before any installation of any electric vehicle station in Coromandel Street, as I oppose the installation of your proposed traffic resolution (TR90-18 – Coromandel Street).</p>
<p><b>Yes</b> <b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>Yes</b> <b>108 - David Payton:</b> completely agree. Very important for inner areas of Wellington to show support for serious effort to understand climate change and get our economy on to a lower carbon track.</p>
<p><b>No</b> <b>129 - Greg Nicholls:</b> Parking is already terrible in Coromandel Street because of hospital people parking in the street. Please don't locate charging stations in Coromandel Street as it will take away more parks that are desperately needed by people living in the street. Use the off street carpark by the shops in Wilson Street or somewhere else. Or do something about hospital parking.</p>
<p><b>Yes</b> <b>182 - Ben Sutherland:</b> residents only</p>
<p><b>No</b> <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.</p>
<p><b>Yes</b> <b>194 - Sam Minnée:</b> This park is in an area with very limited off-street parking and would make it viable to use EVs where it is currently not. I plan on purchasing an EV if this proposal proceeds, whereas it is likely to be impractical without it.</p>

Yes 210 - Fiona Calderwood:
Yes 220 - Ron Hutchison:
Yes 227 - Russell Clarke:

**Officer's Comments:**

Parking in Newtown is at a premium: it has the highest concentration of homes (over 3000 units) lacking off-street parking, and thus the largest number of properties that are unable to conveniently transition to electric cars. This makes it a focus for the trial.

The location has been selected due to the being besides a reserve where it less imposing on any one residential property.

Regarding residents only parking: The council is waiting on sufficient numbers of returned application forms from residents before such a restriction could be introduced. If at a later stage the street gained residents only, then the electric vehicle car parks could likewise be residents only parks if that was determined as the best solution.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 94 – 18

**Location:** Karepa Street - Brooklyn

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018     |
| 2) Feedback period closes.  | 13 July 2018     |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 13 December 2018 |
| 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:**

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Karepa Street</b>	Parking place in the form of electric vehicles only parking, at all times.	East side, commencing 34.8 metres east of its intersection with Apuka Street (Grid coordinates X= 1,747,287.690 m Y= 5,426,252.960 m) and extending in a north-easterly direction following the eastern kerbline for 11.2 metres.

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 22 November 2018

**(Principal Traffic Engineer, T/L)**  
**(Chief Advisor, Transport & Infrastructure)**

**WCC Contact:**

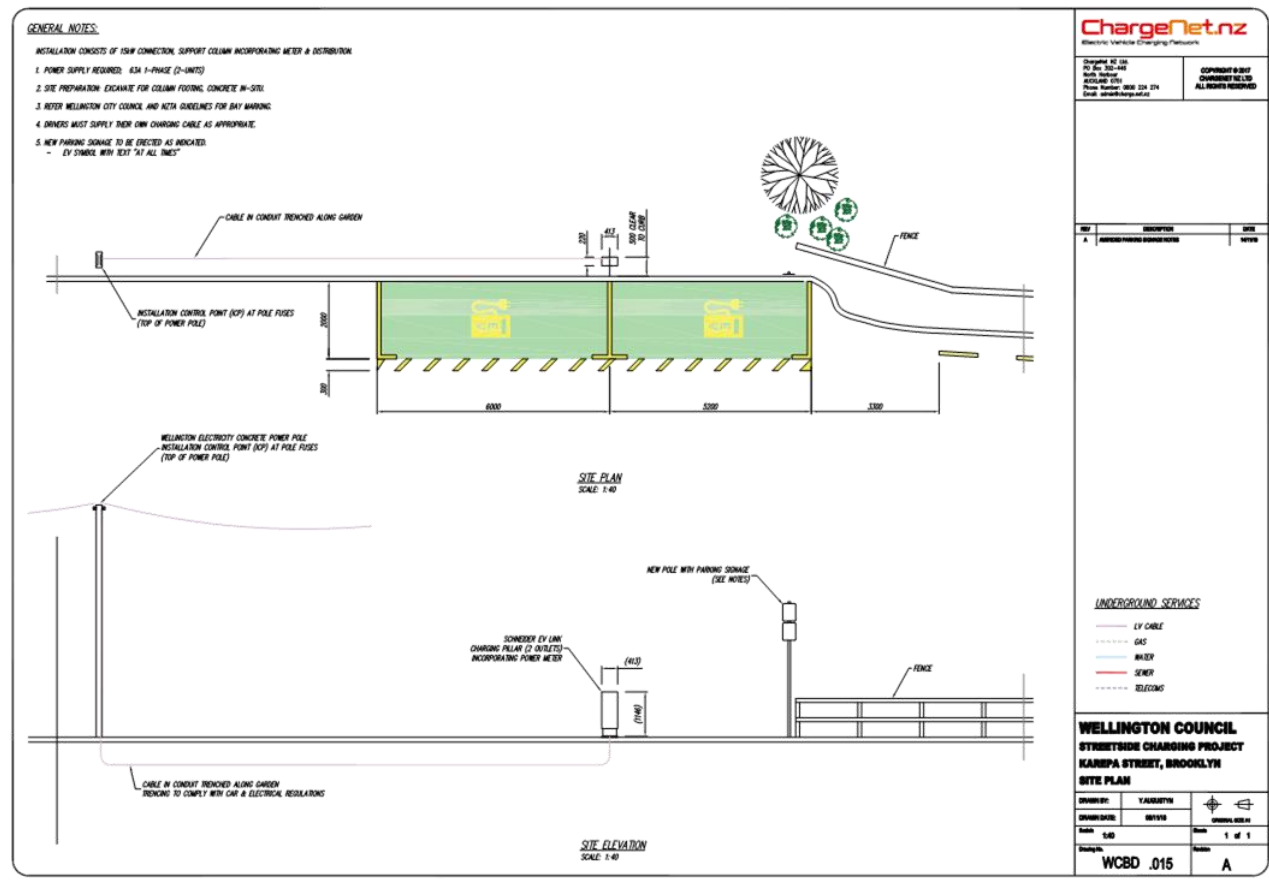
Sigurd Magnusson  
**Sustainability Advisor**

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:

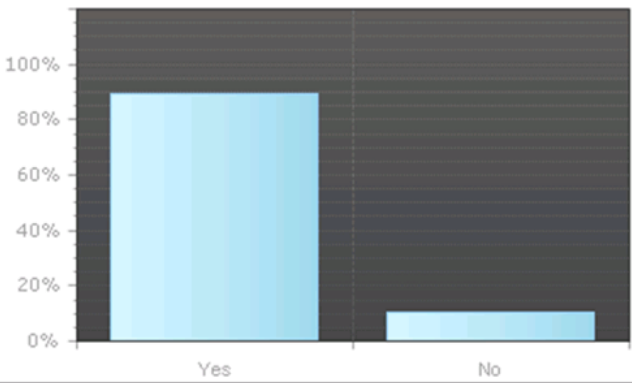


Proposed Site Plan:



## Submissions:

Category Name:	26-TR 94-18 Karepa Street - EV Charging Station, At All Times
Overview of Category:	
Total number of submitters:	38
Total number of points:	38

Response field Number and Name: 26-TR 94-18 Karepa Street - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:38											
Decision Sought	Number of submitters who selected this option	%									
Yes	34	89.47%									
No	4	10.53%									
<p><b>26-TR 94-18 Karepa Street - EV Charging Station, At All Times</b></p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>34</td> <td>89.47%</td> </tr> <tr> <td>No</td> <td>4</td> <td>10.53%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	34	89.47%	No	4	10.53%
Decision Sought	Number of submitters	Percentage									
Yes	34	89.47%									
No	4	10.53%									
Submitters for this question											
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>											



**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**Yes**

**51 - Michelle Jervis:** I support the installation of the tr-ev charging station at the 18 Karepa Street location (TR94)

**Yes**

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

**Yes**

**115 - Dawn Baggaley:** I am resident at 45 Karepa Street. I support the proposal to place two residential EV chargers on Karepa Street as outlined in the proposal. I currently own a petrol vehicle which I would like to replace with an EV. I use this vehicle for work and at the weekends. My inability to charge an EV at home due to the fact that I have no off street parking is the one barrier preventing me from buying an EV to replace my petrol vehicle. The majority of EV owners do most of their charging at home giving them comfort that they can recharge their vehicle when necessary and access to affordable electricity. The current lack of publicly available fast charging infrastructure compounds this problem. The location of two dedicated residential EV chargers on the street would remove this barrier for me and I would seek to buy an EV once a charger is installed and sell my petrol vehicle. I have already been researching the type of EVs available in New Zealand. I support the proposed positioning of the two EV chargers at the wider end of the street where there is more room for vehicles to pass and turn. I also support setting up a ChargeNet account for charging. Having the two parks/chargers dedicated for EVs is essential to providing security of charging to any resident who purchases an EV. To ensure that there is fair access to the chargers a function on the Charge Net

<p>account/app that alerts the owner when the vehicle is fully charged and/or when a space is free for charging would be very helpful. In the earlier stage of this process I went down our street speaking to neighbours about this opportunity. A number of residents were not currently in the market to replace their car but would consider buying an EV if there was some way to charge it whilst at home.</p>
<p><b>Yes</b> <b>154 - BELINDA SHARP:</b> I think this would be a very useful place for a charging station as there are a lot of houses in the area without dedicated parking with a power supply. I am very much in favour of all the proposed charging stations as we need the distributed network of charging in order to encourage individuals to give up the reliance on petrol cars. Would it also be possible to charge electric bikes at these stations as that would be a great help to the growing electric bike community as well - twice the value.</p>
<p><b>No</b> <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.</p>
<p><b>No</b> <b>198 - Alex Ehlert:</b> I disagree with the location of this charger for the following reasons: This part of Karepa St is a single line which ends at the cul de sac. There is enough capacity at the moment but I do not believe that the council and WE have taken future development into account when choosing the location. It is likely that many residents on the higher side of Karepa St (with off street parking) will install chargers/power chargers so capacity will get tight at one point in the future but network upgrades may be avoided if there is no public charger. A public charger at this location would impact available capacity. A different location, with better integration into the network will avoid future costs for network customers. Voltage, power factor quality and reactive power will also be a problem which will require network upgrades to this part of Karepa St. A public station on this line would contribute to impact power quality. I think that there are some better locations on Karepa St further up the road (20m from the proposed location) or on Mitchell St. Furthermore, this part of Karepa St has now a significant amount of rentals and households have more than one car and no off site parking. The parking situation has worsened over the last few years and it is likely that the installation of the charger will worsen the parking situation on Karepa St. I like EV's and fully support the trial, but it seems to me that the Karepa St location has not been carefully analysed in order to minimise impact on residents.</p>
<p><b>Yes</b> <b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b> <b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b> <b>227 - Russell Clarke:</b></p>

**Officer's Comments:**

Parking congestion is expected to be no worse given two written applicants match the two EV only car parks under this proposal, and would substitute their fuel-based for electric cars. This location in Karepa St would serve numerous houses in the immediate area lacking off street parking. We are satisfied by Wellington Electricity's indication around available electricity supply.

# PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 95 – 18

**Location:** Bruce Avenue - Brooklyn

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

- Key Dates:**
- 1) Advertisement in the Dominion Post Newspaper. 26 June 2018
  - 2) Feedback period closes. 13 July 2018
  - 3) If no objections received, report sent to City Strategy for approval. 13 December 2018
  - 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:

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

#### Column One

**Bruce Avenue**

#### Column Two

Parking place in the form of electric vehicles only parking, at all times.

#### Column Three

West side, commencing 224.2 metres west of its intersection with Tanera Crescent (Grid coordinates X= 1,747,593.630 m Y= 5,426,215.110 m) and extending in a northerly direction following the western kerbline for 4.4 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

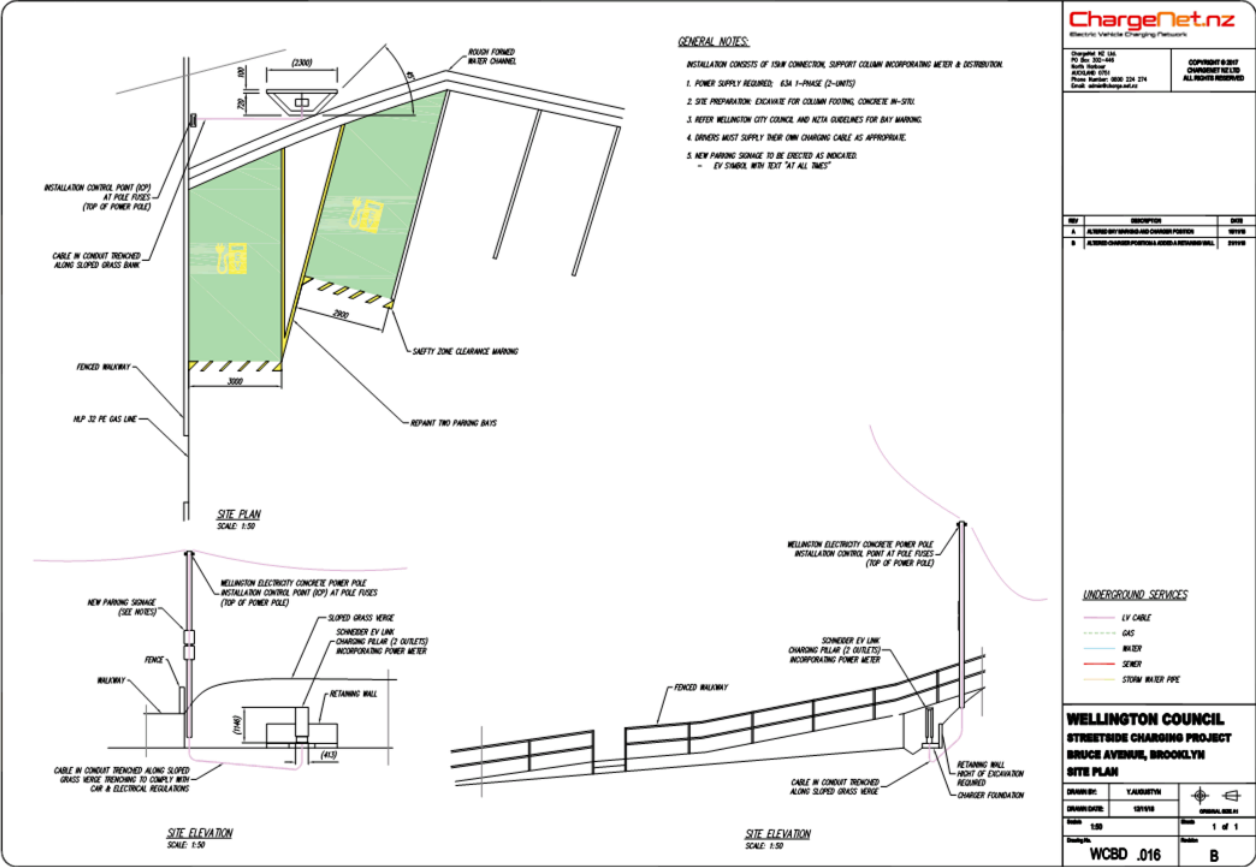
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)



Traffic Resolution Plan:

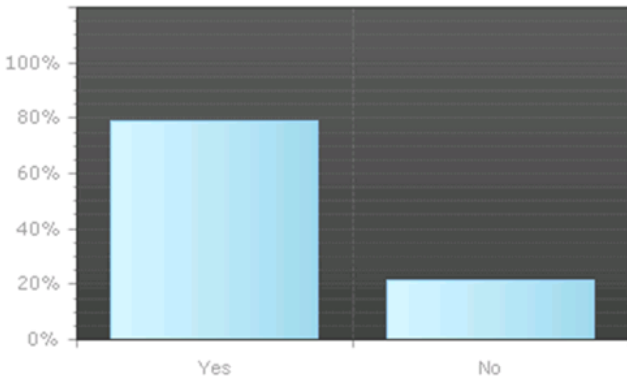


Proposed Site Plan:



## Submissions:

Category Name: 27-TR 95-18 Bruce Avenue - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 47
Total number of points: 47

Response field Number and Name: 27-TR 95-18 Bruce Avenue - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:47											
Decision Sought	Number of submitters who selected this option	%									
Yes	37	78.72%									
No	10	21.28%									
<p>27-TR 95-18 Bruce Avenue - EV Charging Station, At All Times</p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>37</td> <td>78.72%</td> </tr> <tr> <td>No</td> <td>10</td> <td>21.28%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	37	78.72%	No	10	21.28%
Decision Sought	Number of submitters	Percentage									
Yes	37	78.72%									
No	10	21.28%									
Submitters for this question											
<p><b>No</b></p> <p><b>29 - Polly Storr :</b></p> <p>Restricting two of the available parking spaces to electric vehicles only would have a significant impact on parking availability in Bruce Avenue. Parking is already strained, with nowhere near</p>											



as many spaces as there are cars, and often residents have to park as far down as Tanera Crescent. Two spaces removed from the allocation would make a bad situation even worse. If an alternative location for the charging stations could be found (perhaps by creating a new space at a point on the kerb where parking is not currently permitted?) I'm sure all the residents would be grateful. In fact anything that could be done to relieve the parking situation on Bruce Avenue would be amazing!

**No**

**31 - Kristine Lee:** There are not enough car parks already on our narrow street. I have lived here on and off since 2001 and parking has got worse over time. I suggest a more realistic photo taken at 6 pm would show you how congested Bruce Avenue actually is. Council issues tickets regularly at our expense. We (some neighbours) met with Cr Pannett about 18-24 months ago regarding the parking problems to no avail. Cars park illegally half on the footpath to allow access for trucks and emergency services if required. I personally have parked 'legally' beside the footpath and had my side mirror smashed. I sometimes have to park on Helen Street and carry heavy supermarkets bags to the end of Bruce Avenue where I live - this is not ideal. There are currently 7 legal parks beneath our house which is up the path at the road end. Your idea will mean only 5 parks for the strong majority of petrol car users who live here. I ask you reconsider this proposal which might work better on a street with plenty of parks available. This street does not. Thank you for your consideration. Yours sincerely Kristine Lee

**Yes**

**33 - Daniel Warsaw:** As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.

**Yes**

**49 - Matt Walkington:** Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington

**No**

**54 - Nikki Bristol:** Though I support the project to encourage use of electric cars, using



Bruce Avenue for one of the charging stations will aggravate what is already a considerable everyday problem and frustration for many residents on the street. Difficulty finding a parking spot on Bruce Avenue fluctuates throughout the year, sometimes being just about ok, to other times having to park a kilometre from home. It already takes very little to cause such a fluctuation, such as a new tenant on the street. Bruce Avenue has many rental properties and a single property can sometimes have no cars associated with it, yet other times have several tenants with several cars. During the worse periods when residents have to park all the way back on Tanera Crescent or Helen St (which would inevitably increase), walking home past 2 potentially empty spots is going to fray nerves - especially considering that these spots are closest to a row of houses who do not have either car port or garage. I know that there have been various requests from Bruce avenue residents over the years (those without garage or car port), for help with the parking situation on the street. It is frustrating that not only have these requests gone unheeded, but that they will be aggravated further. I urge you to reconsider Bruce Avenue as a location for the charging stations. Though it may help meet one of our current environmental challenges, it comes at a considerable cost for many.

#### Yes

**89 - Steve Torrens:** We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).

#### No

**90 - Gwyn Jones:** My household had been resident of 24+ years at the cul de sac end of Bruce Ave and understand the parking frustration and pressure for vehicle owners in Bruce Ave. Built over 100 years ago, Bruce Ave is not designed for the job its being asked to do. The photos the council attached to the proposal clearly shows that even during a work day, the time of least congestion the street is full of resident cars. At night you can tripled that pressure. It is not uncommon for residents to have to park 2-3 streets away. Taking out another two parks will clearly impact and increase this congestion. On many occasion overs the years we (the residents) have had meetings, met with councillors and tried to find a solution to the parking issues in the Bruce Ave, because, as the council records will show, this is a lucrative street in terms of parking infringement notices to the unfortunate residents who must try and find somewhere to park their vehicles. An application for resident parking, just one park per residence was declined, but here goes the council giving preferential treatment to a resident by allocating two car parks. With the side benefit of great potential for generating more income for council. A solution-based council may consider helping residents in streets that clearly are inappropriate for trials such as these to joint venture to get cars off streets, onto properties, and for those who have gone down the electric vehicle way, can then have their own charging station on their property. That would be money well spent. Out of interest, here is some feedback from people who don't live in Bruce Ave about this proposal ....It was just like that 20 years ago when we were neighbours. Another question - does anyone, anyone in the street have an electric car?.... .... Insane - what an absurd place to locate them!.... ... They can't make space where there is none to be had. What part of that don't you get?.... It makes me think that the council don't really have a good understanding of our suburbs, let along individual streets. This is the second time in recent history Bruce Ave seems to be targeted for a trial that isn't suitable. A few years ago, we were offered a trial on wheelie bins. I rang the council to ask if they had been up the street, because most of the residents live up or down 50 or more steps, I mean really, is this a good street for trials? Funnily enough, nobody in Bruce Ave has a wheelie bin. I am strongly against taking out two car parks in the cul sac end of Bruce Ave, and suggest another street with less congestion would be a better solution

**Yes**

**101 - Laurence Millar:** I fully support the proposal, which is an excellent example of WCC taking leadership in sustainability. Parking space is already congested in Bruce Avenue, as I imagine in many of the other proposed locations. I would like to understand how the council proposes to ensure that the parking is used primarily for recharging, and not just for parking. I see a risk that the two charging places effectively become parking spaces for 2 electric cars, and other electric cars are not able to use the charging facility. Is there an expectation that the cars will be moved out of the bays when fully charged? How will this be implemented?

**Yes**

**142 - Kieran Paton:** I fully support having electric vehicle chargers at the end of Bruce Avenue. In case demand is high, is it worth including some notes on the official signage on fair usage/etiquette with regards to parking/charging there? Perhaps a reference to [www.plugshare.com](http://www.plugshare.com) or similar as a point of communication between ev owners?

**No**

**156 - Pauline Rodgers:** 1. The proposal takes out 2 parks in an extremely tight parking cul de sac area. Above are 11 houses (with flats, 14 households) with only 4 currently used off-street parks. This is a much higher proportion of residents who don't have off-street parking than the one in four claimed by the council. In the area above the Bruce Ave. cul de sac these include people with disabilities and babies and small children who even at present often have to walk and carry things for some distance. This proposal will make life even more difficult for them. An informal survey of the cul de sac residents indicates none currently own E.V.s. Therefore the charging stations will bring additional vehicles into an already very congested traffic and parking area. Two parks for charging vehicles - with no time limit - will simply privatise 2 high-demand parks to people who don't even live adjacent to them. 2. If WCC is determined to establish a charging station in Bruce Ave., it could consider using a currently disused garage site that is now behind high-viz fencing near the other end of the cul de sac (formerly used, I think, by the house at no. 28 Bruce Ave). This site is on council land and could be adapted for a one-park charging station (power pole not too far away). As demand grows, council in the future could develop another one next to it. Starting with a one-park charging station that uses a currently disused parking spot will be seen as a positive step by residents. The current proposal indicates a lack of knowledge by WCC of the local area, a disregard for residents (none of whom will apparently be using a charging station in the immediate future) and will generate a lack of goodwill for a scheme that actually does address a future need. Electric vehicles are indisputably the way of the future, once the technology has developed to allow them to become more affordable and not the expensive luxury they are at present. While the supporting infrastructure does need to be set in place (the chicken and egg argument) council needs to work with residents and consider existing neighbourhood needs in order to get locals on-board with any E.V.-promoting initiatives. The current proposal for the Bruce Ave cul de sac shows a 'tin ear' in this regard.

**No**

**171 - Elizabeth and Chris Bush-King:** Chris and Elizabeth Bush-King purchased the property at 35 Bruce Avenue four years ago and have lived there since that time. Our submission is as follows: Bruce Avenue is a very small, narrow, winding street, particularly at our end which is where the proposal refers to. There is currently a significant lack of appropriate car parking in our street, evidenced by cars having to park half-way across the pedestrian footpath and across dotted yellow lines - at all times of the day. We are one of the very few fortunate residents on our street that has access to off-street parking, in the form of a garage. At our end of Bruce Avenue there are currently only 3 garages, 3 car pads and 7 designated car parking spaces (in total 13 spaces) - to service some 15 properties (approximate). We do not agree to the proposal to remove two of these car parking spaces from the residents of this small street. There are several reasons for this: 1 - None of the neighbours (including all the long-time

residents and rate payers located directly nearby the affected car park spaces) that we have spoken to in our section of the street own, or wish to own, an electric vehicle. In fact, the vast majority of us strongly oppose the removal of two car-parking spaces from the cul-de-sac end of Bruce Avenue. 2 - Parking is extremely difficult to find in our street already. Bruce Avenue is a very small, narrow, winding street with exceptionally limited parking. Effectively removing 2 spaces from current residents would make parking even more difficult and lead to people having to park an unacceptable distance from their properties. 3 - All the properties in the cul-de-sac section of Bruce Avenue are located up (or down) a large number of steps (we have 45 but other neighbours have more!). Removing 2 spaces from current residents would have a considerably negative impact on people needing to bring groceries up to their house, take small children etc. There are a number of families in this end of the street with young families - having to park even farther away would be a significant, and unacceptable, inconvenience. 4 - There are no current electric vehicle charging stations within Brooklyn. It would make much more sense to locate charging stations in a central, well-served, easily-accessible location within the Suburb - for example, down by the village shops - where more residents can readily access it. It does NOT make sense to place charging stations in a small, difficult-to-access, winding, narrow cul-de-sac. 5 - Personal Responsibility. If a person residing in Wellington wishes to own and use an electric vehicle, it is their responsibility to ensure they have the facilities to ensure its smooth running. If we were to purchase a horse, for example, for our children to ride to school, would we ask the Council to provide us with a paddock and stables? The answer of course, is 'No'. The residents of Bruce Avenue, a small, windy, and currently extremely under-catered for, street in terms of parking, will not agree to the removal of 2 heavily subscribed car parking spaces. If people wish to purchase and use electric vehicles, they should ensure they have the required facilities before such a purchase, or move to a location where charging facilities are available/a logical place to be installed. We are not opposed to the installation of electric vehicle charging stations within residential areas, including Brooklyn. But we entirely disagree that the proposal to install them in locations such as the top of Bruce Avenue is a logical one.

**No**

**186 - Philip Wallace:** Parking is difficult for residents in Bruce Ave. During the 27 years since I first moved to this street, I have seen more and more pressure being placed on the availability of parking spaces, with additional dwellings and an increase in the number of multi-car households having occurred. In recent times we have noticed that now parks are regularly taken up by car-owners from beyond our immediate neighbourhood. It is now at the point where even during weekdays, there are few available parks. As a single-car household, we regularly have to park some distance down the road, and not infrequently have to park some distance up Helen Street. Taking two car parks (the premium parks for residents along our path) out of circulation, for exclusive use for EVs will only increase the pressure on parking and most likely those parks will be empty for much of the time. Those car parks will also not be available for use by tradespeople if they are working in houses along the street. There also will be a greater likelihood that cars will end up parked in locations that make it difficult for other vehicles or emergency services to pass.

**No**

**191 - Katherine Ivory:** Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.

**Yes**

**210 - Fiona Calderwood:**

**Yes**

**212 - Cecile Masiot:** I fully support an electric vehicle charger installation in Bruce avenue as proposed. For me, that's the key in being able to own and use an EV and commute to Lower Hutt for work every day.



Yes 220 - Ron Hutchison:
Yes 227 - Russell Clarke:

**Officer's Comments:**

Multiple supporters and objectors from those living in this cul-se-sac. A decision will need to be made on whether to prioritise immediate parking congestion or enable the residents in this street (the majority of which who lack off-street parking) to be able to get an electric car. An applicant has recently purchased an electric car in this street, now routinely parked in the area proposed for the car charger. If a second EV is bought by a resident in this street, the congestion, whilst noted to be poor, will be no worse than today.



# PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 96 – 18

**Location:** Stanley Street - Newtown

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

<b>Key Dates:</b>		
1)	Advertisement in the Dominion Post Newspaper.	26 June 2018
2)	Feedback period closes.	13 July 2018
3)	If no objections received, report sent to City Strategy Committee for approval.	13 December 2018
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:

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

#### Column One

**Stanley Street**

#### Column Two

Parking place in the form of electric vehicles only parking, at all times.

#### Column Three

West side, commencing 133.2 metres south of its intersection with Chilka Street (Grid coordinates X= 1,748,352.560 m Y= 5,423,964.380 m) and extending in a southerly direction following the western kerbline for 11.2 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

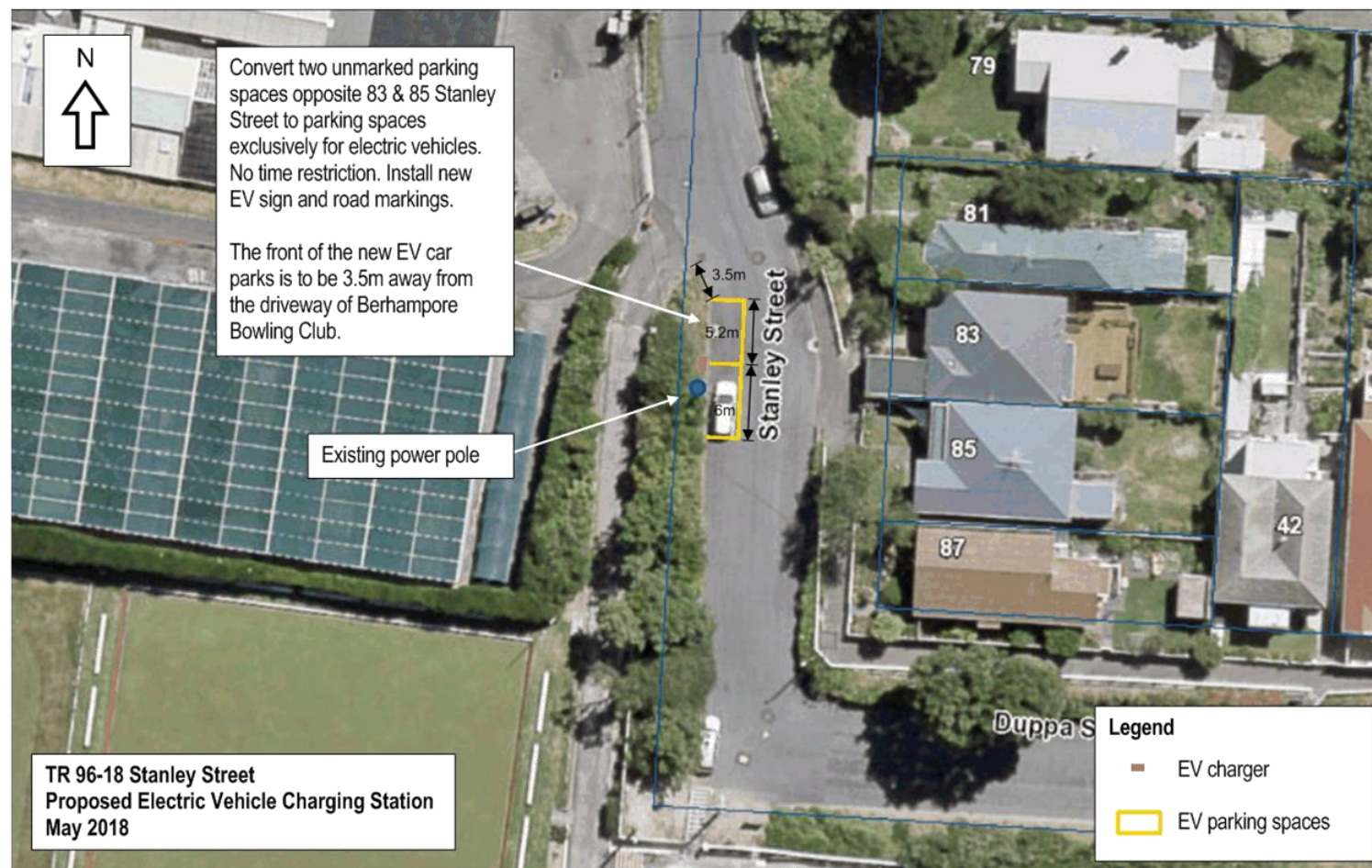
(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

#### WCC Contact:

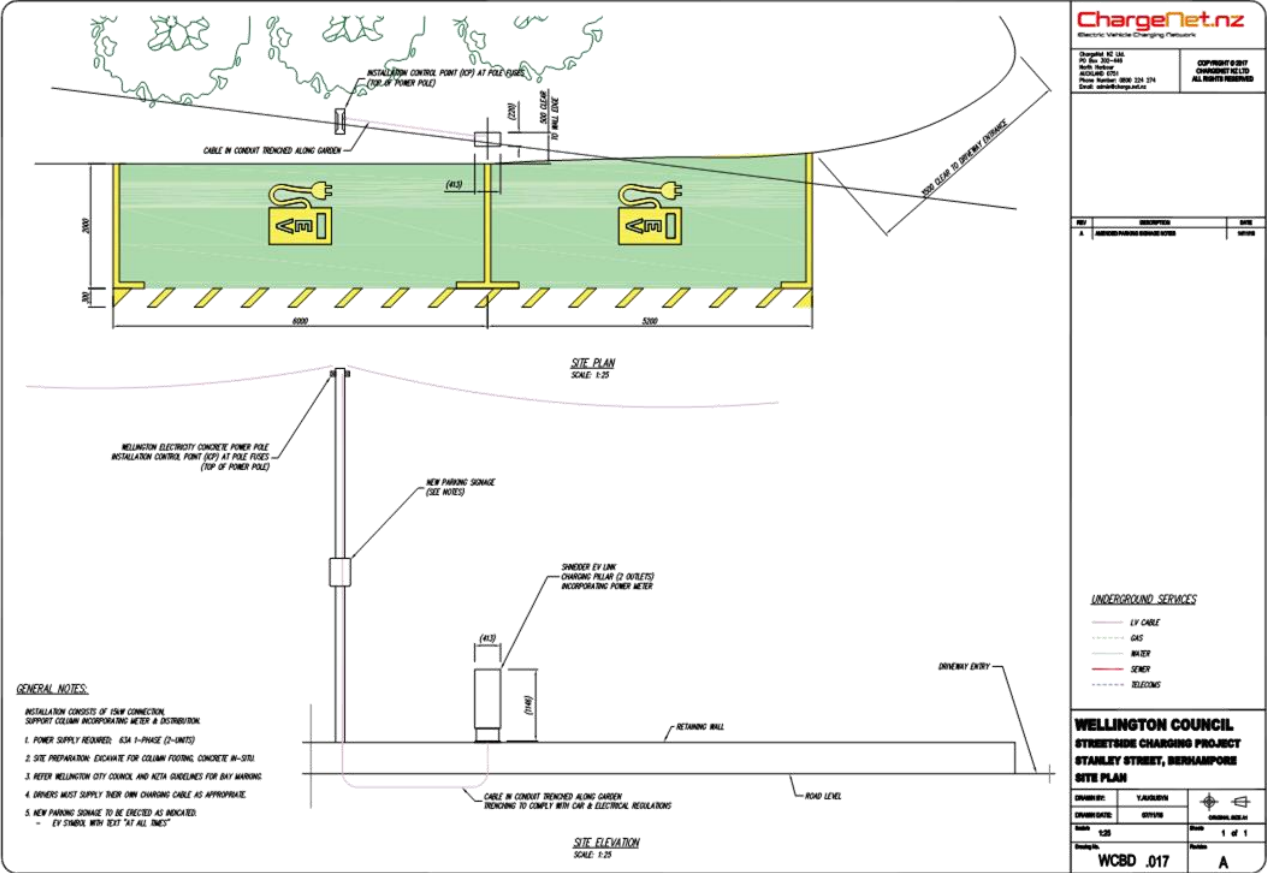
Sigurd Magnusson  
Sustainability Advisor

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:



Proposed Site Plan:



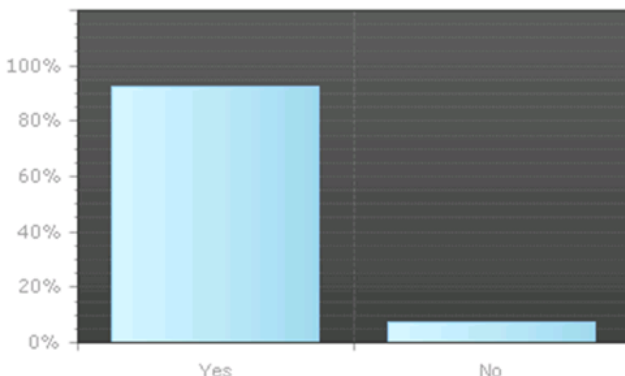


## Submissions:

Category Name: 28-TR 96-18 Stanley Street - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 40
Total number of points: 40

Response field Number and Name: 28-TR 96-18 Stanley Street - EV Charging Station, At All Times		
Question: Do you agree with this proposal?		
Total number of responses:40		
Decision Sought	Number of submitters who selected this option	%
Yes	37	92.50%
No	3	7.50%

28-TR 96-18 Stanley Street - EV Charging Station, At All Times



Decision Sought	Percentage
Yes	92.50%
No	7.50%

Submitters for this question	
Yes	
14 - Jeff Beggs: I intend buying an electric car in the next few weeks, and I would find a charging station at this location to be very useful as it is directly opposite my house. At the	

<p>moment there is not great pressure on parking in this location (except at the moment with the current road works) so it also shouldn't be an inconvenience to other residents.</p>
<p><b>Yes</b> <b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b> <b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b> <b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>Yes</b> <b>162 - Jennifer Elliott:</b> We don't have an electric vehicle at the moment however we will be looking to replace our current petrol vehicle within the next 12 months and we are keen to consider an EV. Given our lack of off-street access, and with no potential to create access in future, we hadn't thought this would an option for us. Our preference is to walk/use public transport and we do this whenever possible, but with one of us working in Lower Hutt, and two children with all of the activities and local travel that goes along with them, a car is still an essential for our family. We aim to live as lightly as we can and a charging station on Stanley St would greatly assist us on that journey. As EVs become more common I can see how it would be an asset to have one in this location as several of our neighbours also lack off street access, and it's fairly close to Adelaide Rd facilitating easy use by EV drivers passing by if needed. It's an exciting prospect and I look forward to hearing if the station on our street will go ahead.</p>

<p><b>Yes</b>  <b>163 - Glen Elliott:</b> I am very keen to see the installation of an EV charging point in Stanley St. As a local resident I am currently considering replacing my petrol car with an EV within the next 12 months. EV technology is going only going to get bigger and is already noticeably more popular in Wellington. We know many families in Berhampore that are environmentally conscious and would support this scheme. A neighbour three doors down is currently looking to buy an EV. I currently park on Stanley St and have no problems finding a space there, so I feel the addition of dedicated charging spaces would not be a issue to most residents. Thank you for the opportunity to contribute to this submission.</p>
<p><b>Yes</b>  <b>164 - Joanna Adkins:</b> Our country generates more than 80% of its energy from renewable sources, driving electric really is an environmentally sound choice and a great way for us to reduce emissions.</p>
<p><b>No</b>  <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.</p>
<p><b>Yes</b>  <b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b>  <b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b>  <b>227 - Russell Clarke:</b></p>

**Officer Comments:**

Of the submissions from residents in this street, there was only support and no objections. The car parks are in such a location as to not directly impose on any household frontage.

## **PROPOSED TRAFFIC RESOLUTION**

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

**Reference:** TR 98 – 18

**Location:** Hall Street - Newtown

**Proposal:** Electric Vehicle Charging Station, at all times.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

**Key Dates:**

- |   |                 |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018    |
| 2) Feedback period closes.  | 13 July 2018    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 6 December 2018 |
| 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:**

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Hall Street</b>	Parking place in the form of electric vehicles only parking, at all times.	North side, commencing 47.3 metres east of its intersection with Adelaide Road (Grid coordinates X= 1,748,739.890 m Y= 5,425,245.030 m) and extending in an easterly direction following the northern kerbline for 11.2 metres.

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 22 November 2018

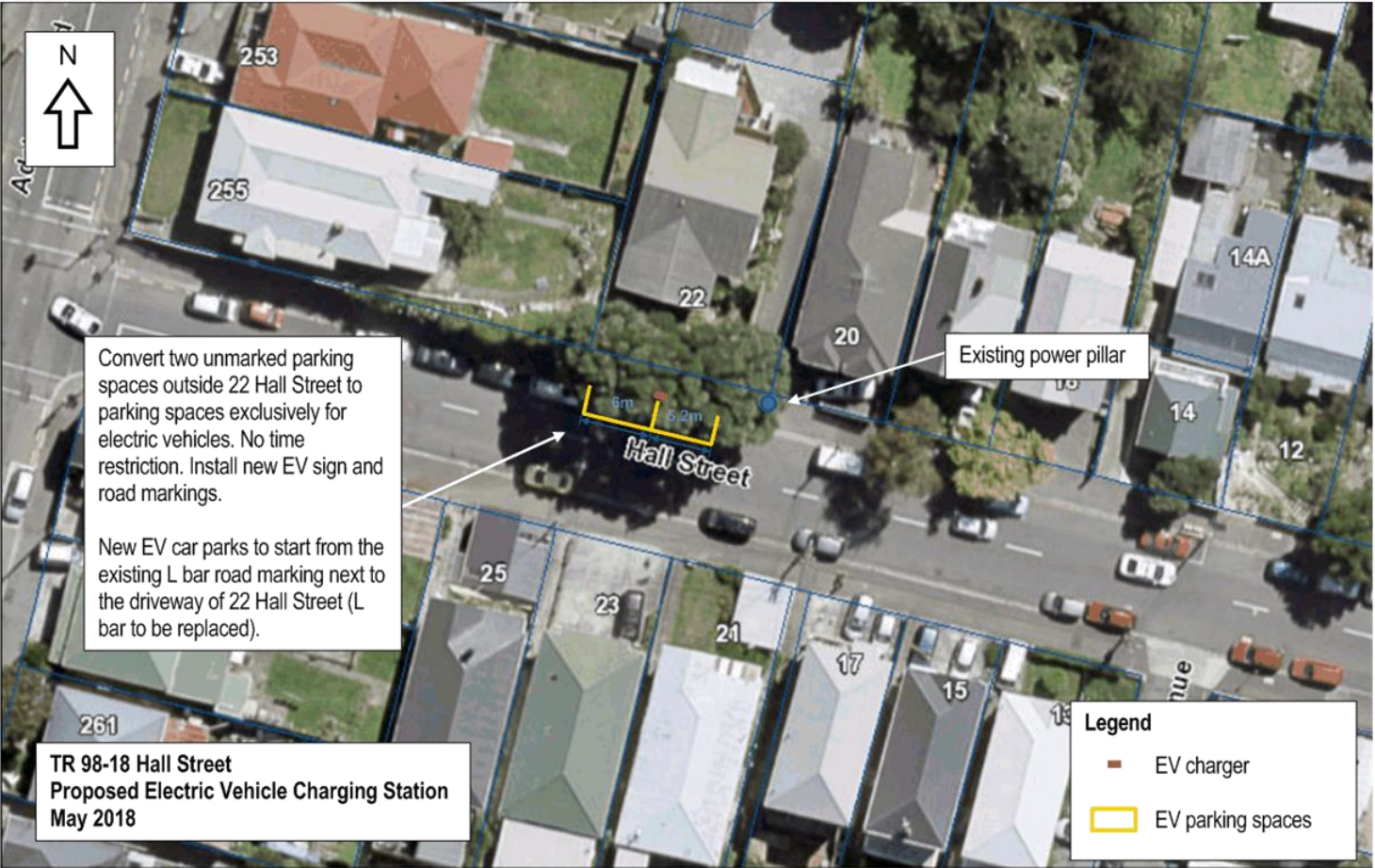
**(Principal Traffic Engineer, T/L)**  
**(Chief Advisor, Transport & Infrastructure)**

**WCC Contact:**

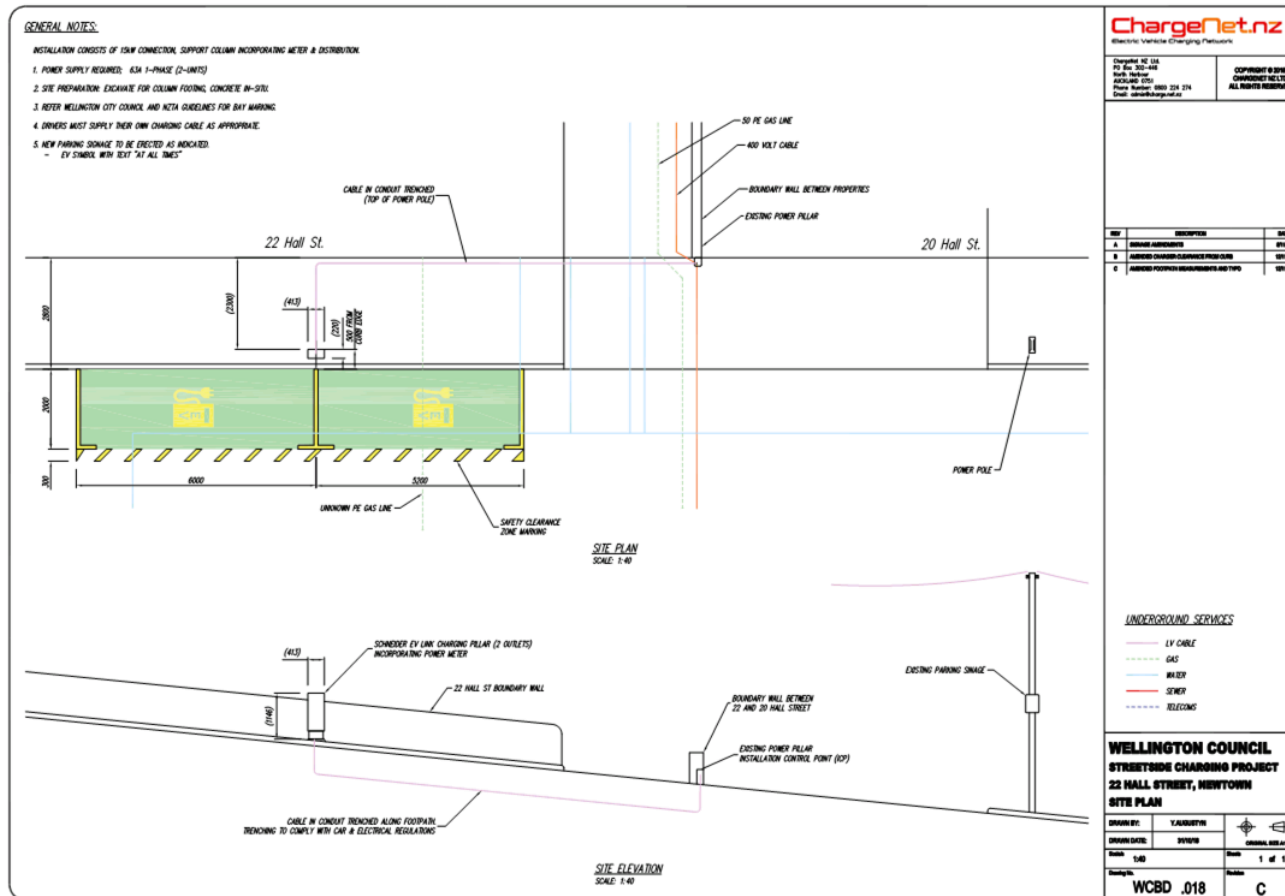
Sigurd Magnusson  
**Sustainability Advisor**

Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)

Traffic Resolution Plan:

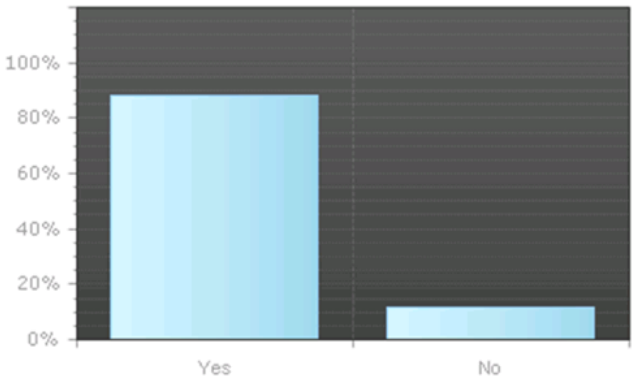


Proposed Site Plan:



## Submissions:

Category Name: 31-TR 98-18 Hall Street - EV Charging Station, At All Times
Overview of Category:
Total number of submitters: 43
Total number of points: 43

Response field Number and Name: 31-TR 98-18 Hall Street - EV Charging Station, At All Times											
Question: Do you agree with this proposal?											
Total number of responses:43											
Decision Sought	Number of submitters who selected this option	%									
Yes	37	88.10%									
No	5	11.90%									
<p><b>31-TR 98-18 Hall Street - EV Charging Station, At All Times</b></p>  <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>37</td> <td>88.10%</td> </tr> <tr> <td>No</td> <td>5</td> <td>11.90%</td> </tr> </tbody> </table>			Decision Sought	Number of submitters	Percentage	Yes	37	88.10%	No	5	11.90%
Decision Sought	Number of submitters	Percentage									
Yes	37	88.10%									
No	5	11.90%									
Submitters for this question											
<p><b>Yes</b></p> <p><b>8 - Alison Eckford:</b> Newtown is an increasingly busy transport hub with traffic through to other suburbs and the hospital increasing congestion parking problems and emissions</p>											



(particularly in Hall street! ) . Encouraging residents' and hospital workers' uptake of electric vehicles with a charging station this close to hospital would be a positive step.
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>Yes</b></p> <p><b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>No</b></p> <p><b>95 - Jane Loughnan:</b> NO - my mother lives at 22A and often the end of the driveway is blocked by cars and she can't get out of her driveway. The pressure on parking there is huge with the hospital now having less parking this will make it even worse</p>
<p><b>Yes</b></p> <p><b>159 - Todd Mawson:</b> I believe the need for more electric vehicles and charging stations would be a great benefit to the city and Newtown.</p>
<p><b>Yes</b></p> <p><b>182 - Ben Sutherland:</b> residents only</p>

<b>No</b> <b>191 - Katherine Ivory:</b> Object to the way this trial is being conducted. I do not think the process has been fair or robust. See submission TR 93-18 Mornington Road.
<b>No</b> <b>199 - Cate Buyck:</b> The area has very high demand on parking for people to use the facilities in Newtown including the hospital, there are a number of public parking areas eg the end of Stoke street or even allowing use at the Rugby League park which would be more suitable and more equitable.
<b>Yes</b> <b>210 - Fiona Calderwood:</b>
<b>Yes</b> <b>220 - Ron Hutchison:</b>
<b>Yes</b> <b>227 - Russell Clarke:</b>

**Officer's Comments:**

The objection by a resident on this street regarding manoeuvring space from driveway at 22; there will be a one meter clearance from driveway edge to the carpark markings, as per current guidelines. The number of houses here lacking offstreet parking, plus the high general demand for parking provides confidence that it would be useful routinely by electric vehicles. Hall St is also selected given the nearby corridors (Riddiford St and Adelaide Rd) are subject to high volumes of pedestrians, traffic, bikes, and buses, making them less ideal for charging facilities. Newtown is an area of priority given the very high (over 3000) properties lacking offstreet parking.

# PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 99 – 18

**Location:** Austin Street – Mount Victoria

**Proposal:** Electric Vehicle Charging Station, residents parking.

**Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) use and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, WCC aims to enhance sustainable outcomes for the city and improve the transport mix.

Around one in four Wellington residents do not have off-street parking at home, which limits the adoption of electric vehicles in the capital. In response, a limited number of medium-speed charging stations will be installed in residential areas, with each station able to charge two cars at once. Streets are selected where residents have formally applied in writing to the council, seeking a public charging station be installed near their home. Exact placement of the charger takes into account various factors including ease of installation, reducing the impact to pedestrians and nearby residents, and the quantity of other nearby homes lacking off-street parking that could serve as potential future demand for the facility.

The selected car parks will be restricted to electric vehicles only and users shall pay for the electricity they consume. New residents parking restriction (Monday to Friday, 8:00am - 6:00pm) will be introduced for the electric vehicle parking spaces. Therefore, electric vehicles will need to display a residents parking permit during weekdays but not on evenings and weekends.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with appropriate signs and markings is introduced.

- Key Dates:**
- |   |                 |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 June 2018    |
| 2) Feedback period closes.  | 13 July 2018    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 6 December 2018 |
| 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:

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

#### Column One

##### ***Austin Street***

#### Column Two

Parking place in the form of electric vehicles only parking, at all times. Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday, 8:00am – 6:00pm.

#### Column Three

West side, commencing 16.0 metres southwest of its intersection with Pirie Street (Grid coordinates X= 1,749,614.200 m Y= 5,426,548.140 m) and extending in a south-westerly direction following the western kerbline for 12.0 metres.

Prepared By: Charles Kingsford  
Approved By: Steve Spence  
Date: 22 November 2018

(Principal Traffic Engineer, T/L)  
(Chief Advisor, Transport & Infrastructure)

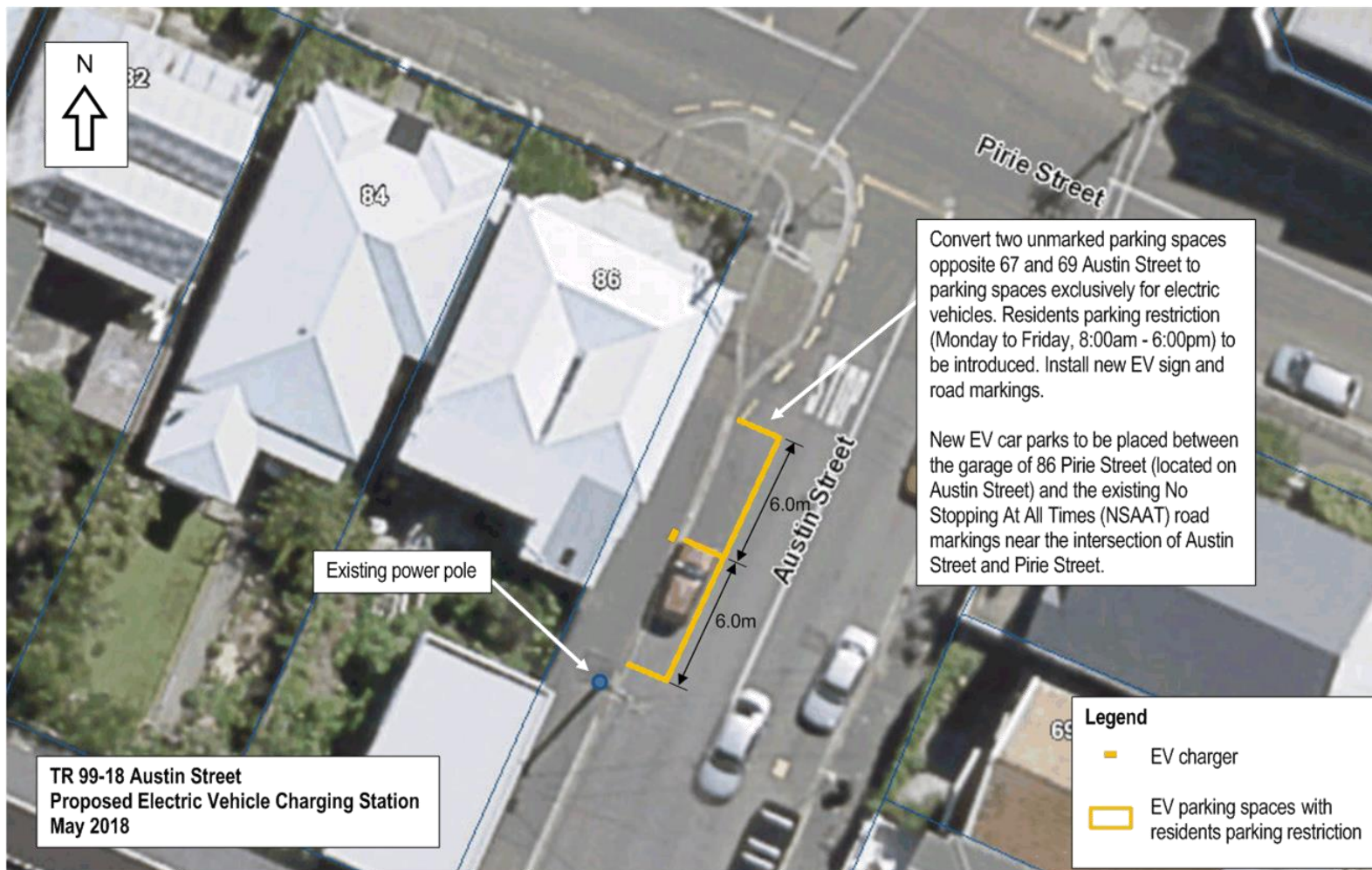
#### WCC Contact:

Sigurd Magnusson  
Sustainability Advisor

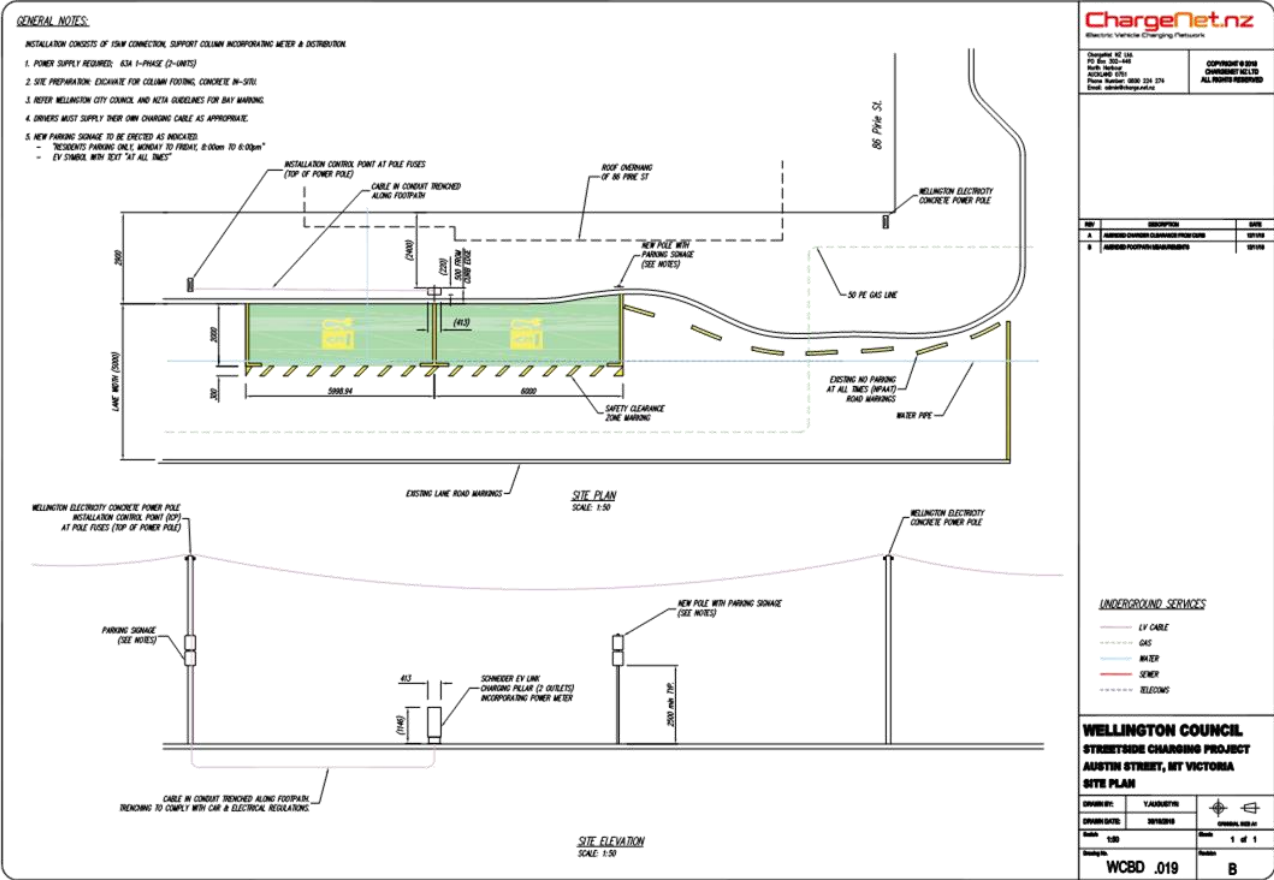
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8697  
Email: [electricvehicles@wcc.govt.nz](mailto:electricvehicles@wcc.govt.nz)



Traffic Resolution Plan:



Proposed Site Plan:



# Submissions:

Category Name:	32-TR 99-18 Austin Street - EV Charging Station, Residents Parking
Overview of Category:	
Total number of submitters:	42
Total number of points:	42

Response field Number and Name: 32-TR 99-18 Austin Street - EV Charging Station, Residents Parking											
Question: Do you agree with this proposal?											
Total number of responses:42											
Decision Sought	Number of submitters who selected this option	%									
Yes	38	90.48%									
No	4	9.52%									
<div> <div> 32-TR 99-18 Austin Street - EV Charging Station, Residents Parking </div> <table border="1"> <caption>Survey Results Data</caption> <thead> <tr> <th>Decision Sought</th> <th>Number of submitters</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>38</td> <td>90.48%</td> </tr> <tr> <td>No</td> <td>4</td> <td>9.52%</td> </tr> </tbody> </table> </div>			Decision Sought	Number of submitters	Percentage	Yes	38	90.48%	No	4	9.52%
Decision Sought	Number of submitters	Percentage									
Yes	38	90.48%									
No	4	9.52%									
Submitters for this question											
<b>Yes</b> <b>11 - Leonie Reynolds:</b> As the owner of 67 Austin Street, one of the houses directly opposite the charging station, I would like to record my support for this proposal. The charging station would enhance the neighbourhood and the ability of Mt Victoria residents to purchase and run electric cars, as well as helping to make the city as a whole more resilient.											

<p><b>Yes</b></p> <p><b>16 - Martin Krafft:</b> Mt. Victoria already has a fair number of electric vehicles driving around (this is just my impression, I have not data to back this up), so getting charging infrastructure in central locations such as this one would be good for everyone, visitors included.</p>
<p><b>Yes</b></p> <p><b>33 - Daniel Warsaw:</b> As an EV owner and Wellington citizen, I am fully in support of the WCC initiative to make EV charging stations available on-street for residents who live in areas with no off-street parking. Forward thinking initiatives like this remove barriers to EVs and allow us to transition to a zero carbon future.</p>
<p><b>Yes</b></p> <p><b>49 - Matt Walkington:</b> Dear Wellington City Council, Regarding 34 Traffic Resolutions numbered TR69-18 through TR102-18. I support all of the above proposals by Wellington City Council to install electric vehicle chargers and make the car parking there for electric-vehicles only. Further, the number of electric vehicles will continue to increase more and more rapidly over a relatively short number of years until electric vehicles are a dominant fraction of the vehicle fleet, after which the uptake rate will start to fall off. So, many, many more of these charging facilities will be required very soon indeed. Both the council and the public run the risk of being surprised by the demand if planning is not conducted with great urgency over the next couple of years. There is no time to waste. The charging technology should be chosen to support both the majority and the widest range of electric vehicles. At the moment, Nissan Leafs (imported used from Japan) appear to heavily dominate the NZ electric vehicle fleet and this is likely to continue for at least the near future (there are around 700 Nissan Leafs for sale on Trade Me at present). It is imperative that the charging technology be chosen, first, to provide the best possible charging experience for Nissan Leaf drivers and secondly to future proof the charging infrastructure. Both AC (level 2) charging and DC rapid (level 3) charging should be planned for and provided by council initiatives, as both are needed to best cover different types of travel situation - where a destination (such as a home or workplace) has been reached and where the travel is to continue with only a short delay. All actions taken by council on behalf of citizens and visitors should not preclude the provision of charging either by multiple commercial providers or by the direct intervention of local, regional or central government or by other organisations. Cosy relationships that support monopoly provision should be avoided unless it is certain the public will benefit in clear and identifiable ways and that support for the monopoly can be withdrawn by the council at its discretion if the provider is leveraging the monopoly unfairly or anti-competitively. Yours sincerely, Matt Walkington</p>
<p><b>No</b></p> <p><b>56 - Kam Wing Chan:</b> I own and live at my home at 86 Pirie street. One of the bedrooms of my home has windows and a wall that is directly on Austin street parallel to the proposed EV charging station. The proposed EV charging station will be less than a couple of meters from a bedroom of my home. (I am happy to forward a photo) The charging station would be an eyesore to look from the bedroom and would likely produce background noise as the most affordable EV cars are known to produce a noise while charging. I have bought for any years, coupon parking permits for my cars with my preference to park on Austin street next to my house to reduce noise and for ease of access as the Pirie street parks are more difficult being part of the main bus route on a tight street. Changing the proposed coupon parks outside my home would affect my parking options and increase foot traffic outside my bedroom. The EV charging station at the proposed site almost exclusively affects my home and household and I oppose the proposed site.</p>
<p><b>Yes</b></p> <p><b>68 - Peter Hazledine:</b> I agree with the proposal because facilities need to be provided for electric vehicles. However, I note that 2 x 6m parks are being proposed, leaving space at the southern end. I would note that parking in this area is already at a premium and this proposal</p>



<p>will create two fairly exclusive parks for a currently limited number of vehicles. Electric vehicles are usually in the small/medium size with emphasis on small. The designated space can accommodate 3 x 5m parks, and often does have 3 cars parked there. Whilst two electric charging sites may be serviced from 1 charging point there would still be the option to have a third space for regular cars. This would need to be facilitated by have the 3 parking spaces clearly marked by white lines. I therefore am proposing that consideration be given to marking out 3 x 5m parking spaces, 2 of which are exclusively for electrically powered vehicles.</p>
<p><b>Yes</b>  <b>75 - James Cartwright:</b> I am supportive of the proposal to introduce two parks with EV Charging Station Austin Street. However, I note that these will be reserved for residents only. Although I understand that these parks will replace existing residents only parks, it seems contrary to the idea of promoting the use of sustainable travel to limit access to any EV parking space. This technology is still in its early iterations and adopters are still in the minority therefore the need to recharge unexpectedly is greatest and we would never dream of limiting access to a petrol station! Furthermore, on a fairness point, since all rate payers are contributing to the installation of these stations, I think that every visitor to and resident of this city should be given equal access to any charging station without restriction (in addition, this would further signal Wellington's embrace of sustainable travel for all). Should it transpire that due to the lack of restrictions all these stations are too popular, then great - this would mean that there would be enough demand for more parks to be added to the current infrastructure.</p>
<p><b>Yes</b>  <b>89 - Steve Torrens:</b> We strongly support electric vehicle charging stations. Electric vehicle uptake will be key to New Zealand meeting its international greenhouse gas commitments. We think this proposal will encourage others to purchase electric vehicles. I also suspect that street side charging stations will discourage DIY charging solutions, such as running a long chord to the house. Such solutions are unlikely to be safe or perhaps even legal (for the record - this is something we don't do!).</p>
<p><b>Yes</b>  <b>168 - Cheryl Robilliard:</b> I would like to see more EV charging stations in Mt Victoria given the lack of private off street parking/charging opportunities.</p>
<p><b>No</b>  <b>199 - Cate Buyck:</b> EV charging stations provided by the council should be available to all users ie either provided in areas without residents parking or should that not be available locally the spaces reserved for charging electric vehicles should have the residents only restriction removed so they are available to anyone with an electric vehicle.</p>
<p><b>Yes</b>  <b>210 - Fiona Calderwood:</b></p>
<p><b>Yes</b>  <b>220 - Ron Hutchison:</b></p>
<p><b>Yes</b>  <b>227 - Russell Clarke:</b></p>

**Officer's Comments:**

The sound volume of the car charger when charging is silent, and cars themselves either silent or near silent (owing to a cooling fan that may operate); most electric vehicles charge within people's garages without noise concerns.

In practice, the objecting householder may find reduced noise and disturbance from the lack of combustion engines running immediately outside their house. This home has 3 on-street car parks plus a triple-garage, the change for two of these car parks to be electric is considered less impactful than what would usually be possible in a high-density neighbourhood.

This proposal will increase the number of car parks available for residents.



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## WELLINGTON CONVENTION AND EXHIBITION CENTRE

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This report was not available at time of print and will be made available under separate cover, and online at

<https://wellington.govt.nz/your-council/meetings/committees/city-strategy-committee/2018/12/13>

Author	Danny McComb, Manager Economic & Commercial
Authoriser	Kevin Lavery, Chief Executive





## **5. 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
5.1 Public Excluded Report of the Finance, Audit and Risk Management Subcommittee Meeting of 4 December 2018	<p>7(2)(c)(i) The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information or information from the same source and it is in the public interest that such information should continue to be supplied.</p> <p>7(2)(c)(ii) The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to damage the public interest.</p> <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</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>

commercial position of the person who supplied or who is the subject of the information.

7(2)(h)

The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.

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).

7(2)(j)

The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage.